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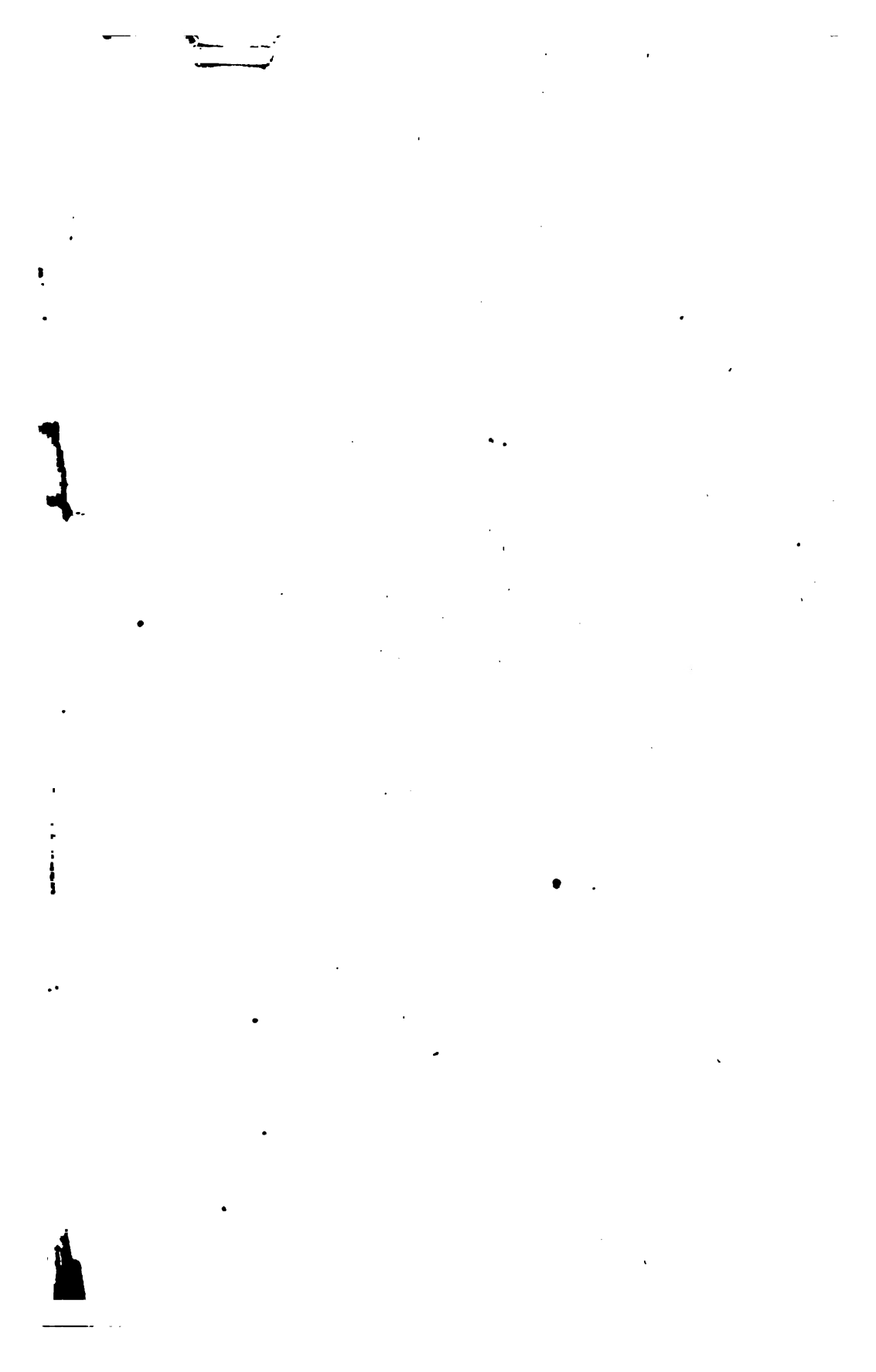
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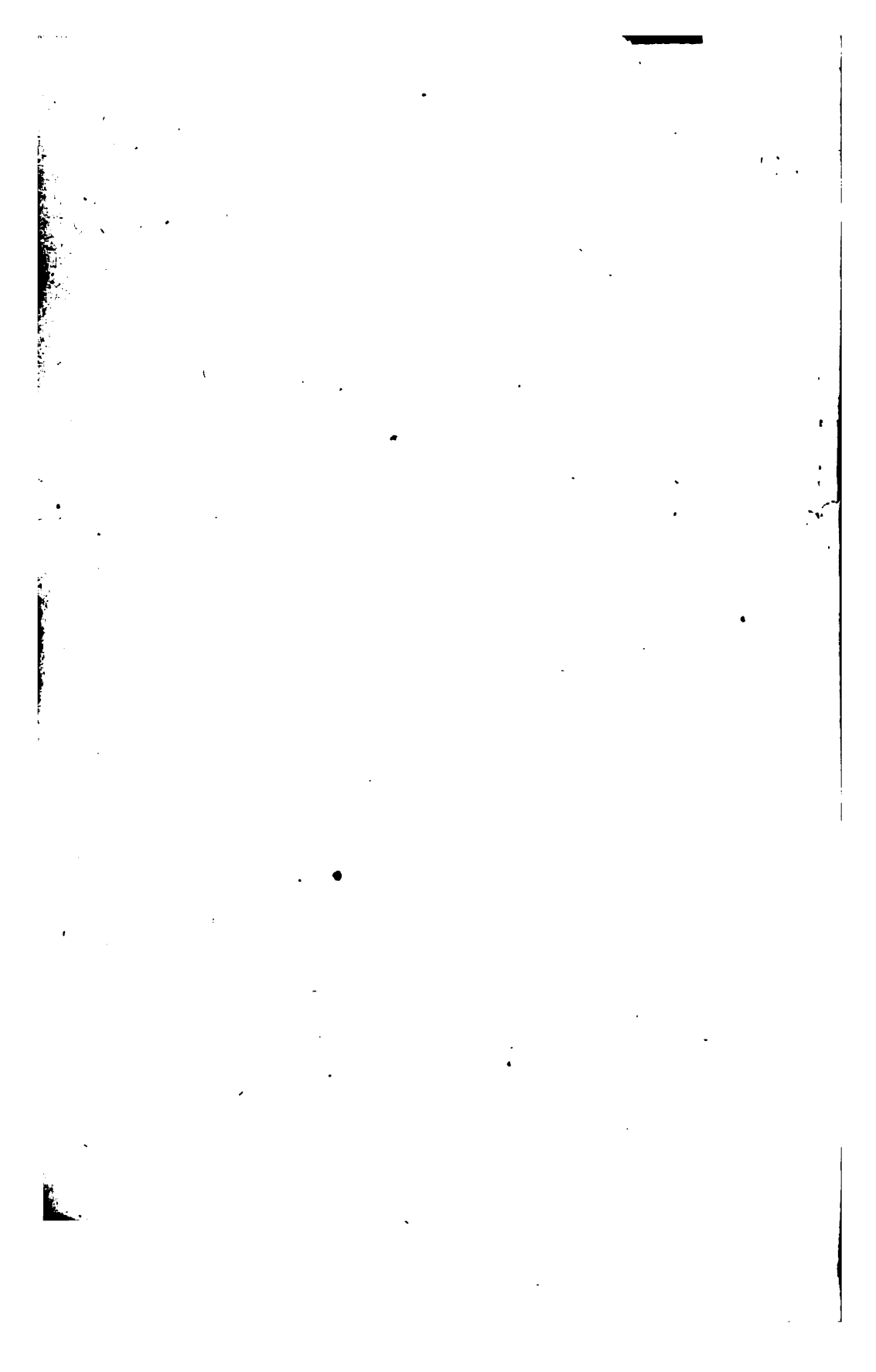
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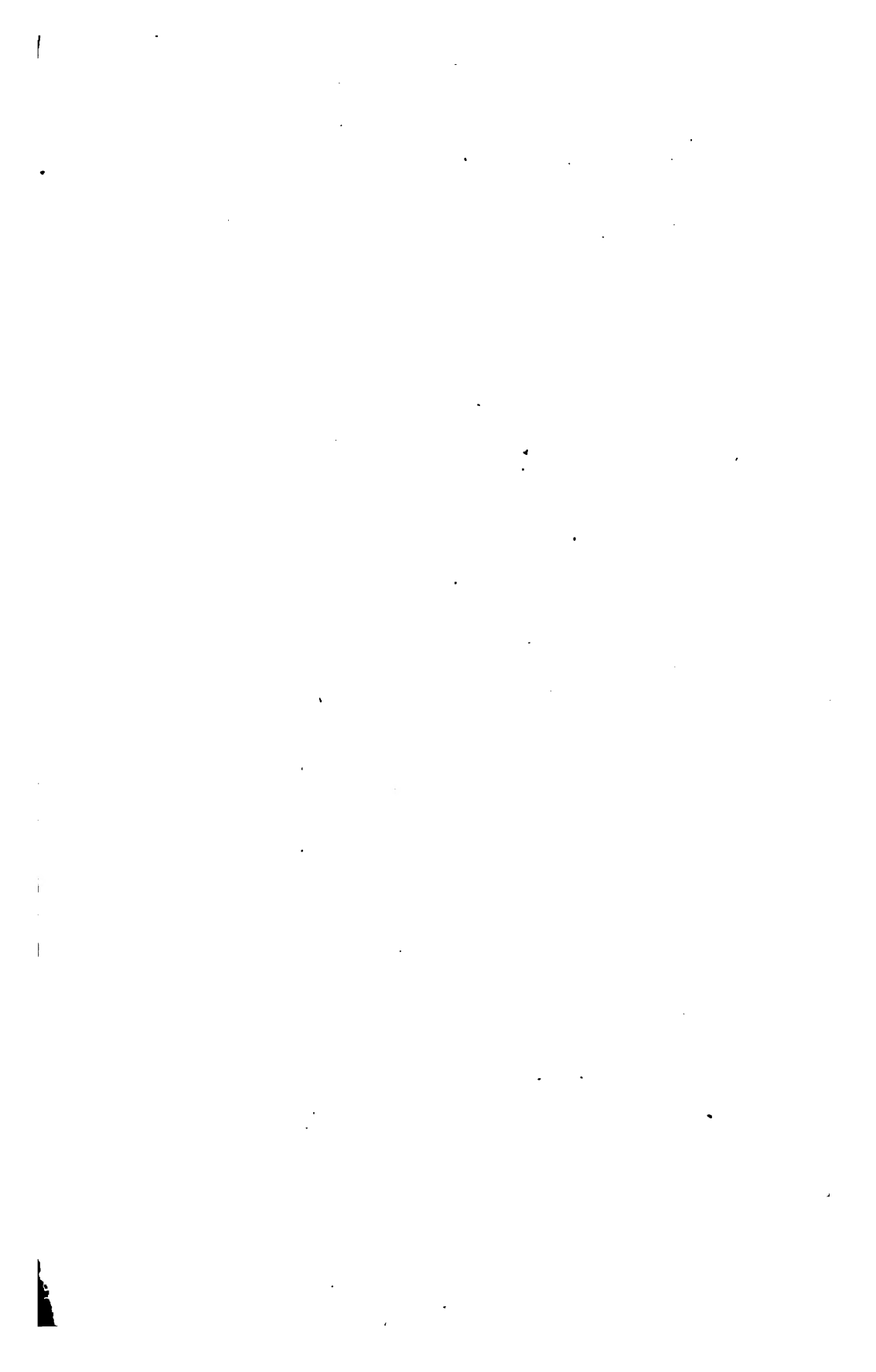
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^ FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF NEW YORK,

For the Fiscal Year Ending September 30, 1886.

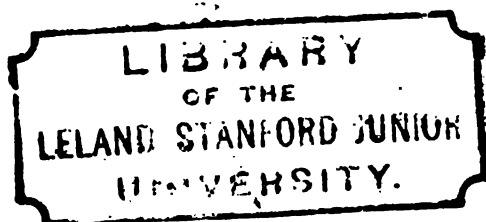
TRANSMITTED TO THE LEGISLATURE JANUARY 10, 1887.

COMMISSIONERS:

**JOHN D. KERNAN, WILLIAM E. ROGERS,
JOHN O'DONNELL.**

Volume I.

**ALBANY:
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1887.**



A.457

STATE OF NEW YORK.

No. 12.

IN ASSEMBLY,

JANUARY 12, 1887.

FOURTH ANNUAL REPORT
OF THE BOARD OF RAILROAD COMMISSIONERS ON THE
RAILROADS OF THE STATE.

OFFICE OF THE
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, *January 10, 1887.*

To the Legislature:

The Board of Railroad Commissioners, agreeably to the provisions of chapter 353, Laws of 1882, transmits herewith to the Legislature its Fourth Annual Report on the Railroads of the State, for the year ending September 30, 1886.

WILLIAM C. HUDSON,
Secretary.



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REPORT.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }
January 10, 1887. }

To the Honorable the Legislature of the State of New York :

Chapter 353, Laws of 1882, requires the Board of Railroad Commissioners to report to the Legislature on or before the second Monday in January. Agreeably to the requirements of said law, the Board submits its Fourth Annual Report.

GENERAL SITUATION.

The year ending September 30, 1886, may be recorded as one of fairly profitable business for the railroads of the State. At the close of the fiscal year covered by the last annual report the business depression of railroads had about reached its lowest point. The tide then turned and has been steadily rising since, keeping on a level with the general commercial activity throughout the country.

The important events in the railroad world which took place in the autumn of 1885, namely, the formation of another trunk line traffic agreement and the leasing of the West Shore by the New York Central, were largely instrumental in bringing about these results so far as railroads are concerned. The facts and circumstances which finally led to those important transactions are given in full in the last two annual reports of the Board to which your attention is again directed.

The rates of grain from the interior to the seaboard have generally been maintained on the basis of from twenty to twenty-five cents per hundred pounds from Chicago to New York, thus giving to the transportation lines a fairly profitable business.

There was apprehension that the leasing of the West Shore by the New York Central would result in the imposition of oppressive freight rates upon the large portion of the State reached by these lines, but so far no complaints of excessive rates against these roads have been lodged with the Board. It is to be hoped that this condition of affairs will continue, and that sufficient business at mutually satisfactory rates will offer itself.

Perhaps the most important and significant fact of the year is the largely increased shipments by canal. This has been the result of two causes: 1st, the rise in price of transportation by rail, making water competition both possible and profitable, and, 2nd, the large increase in the quantity of grain shipped to the seaboard.

The trunk lines have carried but 152,297 tons of through freight during the season of navigation in excess of that carried last year, but the increased rates have made it profitable. The canals, however, have carried 5,293,982 tons as compared with 4,731,784 tons in 1885. The Welland canal has carried an increase of thirty-four per cent, a significant fact as affecting the commerce of the United States. Attention is further drawn to the fact that the Welland canal has a depth, at present, of twelve feet, which will be further increased; it is understood, to fourteen at the opening of navigation next year. The Erie canal has a depth of but seven.*

No better illustration is possible of the wisdom upon the part of the State of maintaining in efficient condition its waterways. The Board has taken occasion in each of its annual reports to comment upon this subject and again repeats from its Second Annual Report (p. xii) the following language: "Water competition is acknowledged by railroad managers to be the only competition that is uniform and effective in fixing rates of transportation for the commerce of the country. Not only does the canal system of this State regulate the carrying price over and through the State, but, in a large measure, it determines the price of the cereals of the west, from which are made up ninety per cent of the food consumption of the State. Therefore, whatever may be said for or against railroads competing with each other, there can be no question but that it is of vital interest to the people of the State to jealously guard our great waterways, which, by a constitutional amendment, have been made forever free, the cost of their maintenance being taxed upon the people."

* The figures relating to canal statistics have been kindly furnished by the Superintendent of Public Works.

SUMMARY OF BUSINESS FOR THE YEAR.

The totals for all roads and the details for each are given with great particularity in the second volume of this report.

A few of the grand totals and most important final results are given here as follows :

	1886.	1885.
Gross earnings from operation of road	\$125,180,280 48	\$111,632,961 47
Operating expenses	79,260,798 80	77,175,836 01
Net earnings from operation of road	45,899,481 18	34,457,135 46
Income from other sources than operation of road	4,449,891 66	6,244,808 50
*Interest paid and accrued	25,673,372 99	24,644,451 92
Taxes	4,645,676 93	4,874,384 55
*Dividends declared	11,178,176 67	10,455,865 84
Surplus or deficit	Surplus.	Deficit.
†Stock and debt	4,853,191 48	3,502,337 71
†Cost of road and equipment	1,224,772,611 29	1,292,395,622 44
Percentage of gross income to cost of road and equipment	1,138,370,470 55	1,175,948,966 05
Percentage of net income to capital stock	04.42	03.46
Percentage of net income to capital stock	02.60	01.09
Percentage of dividends declared to capital stock	01.88	01.60
Miles of road built in New York State	7,342.19	7,311.40
Tons of freight carried one mile	10,640,849,655	9,902,683,295
Increase in 1886 of 07.46 per cent.		
Average freight earnings per ton per mile (cents)	0.78	0.73
Average freight expenses per ton per mile	0.49	0.52
Average freight profit per ton per mile	0.29	0.21
‡Passengers carried one mile (exclusive of elevated roads)	1,830,734,634	1,834,580,425
Decrease in 1886 of 00.21 per cent.		
Average passenger earnings per passenger per mile (cents)	2.8	2.1
Average passenger expenses per passenger per mile (cents)	1.4	1.3
Average passenger profit per passenger per mile (cents)	0.9	0.7

* Includes respectively interest and dividends paid by lessors from rentals received from lessees as follows:

	1886.	1885.
Interest	\$6,854,278 18	\$5,081,909 98
Dividends	3,481,812 17	3,427,453 34

† These items are materially reduced in 1886 in consequence of the reorganization of the West Shore R. R. Co., by which its stock and debt was reduced from \$125,924,839.75 in 1885 to \$60,000,000 in 1886, and its cost of road and equipment from \$101,552,487.88 in 1885 to \$60,000,000 in 1886.

‡ This item would be somewhat larger in 1886 than in 1885, were it not that one company has failed to file its report this year.

REFERENCES AND COMPLAINTS.

During the twelve months ending September 30, 1886, the Board has considered and disposed of twenty references by the Governor, the Legislature and committees thereof (as compared with five last year), and numerous complaints preferred by cities, towns, associations, individuals, etc. The determination in these matters is found in the appendix (P. 1 *et seq.*), to which reference is made for a full exposition thereof.

In its last annual report the Board expressed the expectation that the committee of the United States Senate on inter-State commerce would recommend to Congress a measure providing for Federal supervision of that subject. It did so, but the bill failed to become a law. The matter is still left, therefore, in *statu quo*, and the subject is a constant source of embarrassment to this, as to other State Commissions. At the present writing the Board understands that a bill has been agreed upon by a conference committee of the House and Senate.

The Board has little to say as to this matter in addition to its previous expressions and to its recent decisions in the appendix of this volume to which your attention is drawn (see the views of the Board and its individual members, pages 218, 1st Ann. Report and 77, 136, 164, 198, of Vol. 1, 3rd Ann. Report, and page 131, of appendix).

A recent decision of the United States Supreme Court in the October Term, 1886, in the case of the *Wabash, St. Louis and Pacific Railway Company v. The People of the State of Illinois*, again elaborately defines the relative jurisdiction of the State and Federal governments over commerce.

ACCIDENTS.

The record of accidents shows an increase of ninety-two in the total number of persons killed, and of two in those injured as compared with 1885.

The following table gives the record of the accidents classified: First, as to their causes; second, as to whether beyond the control of the killed or injured, or in consequence of their misconduct or want of caution, for the years ending September 30, 1886 and 1885:

CAUSE OF ACCIDENT.

CAUSE OF ACCIDENT.	PASSENGERS.				EMPLOYEES.				OTHERS.				TOTAL.	
	1884.		1885.		1886.		1887.		1888.		1889.		1890.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from train, engine or car.	3	4	7	13	30	35	71	8	10	18	46	108	1	136
Getting on or off train, engine or car.	9	58	1	10	50	11	59	30	59	22	59	146	10	212
Passengers putting heads or arms out of windows or missiles thrown in windows.		2	1	2	3	10	1	1	1	1	1	3	5	465
Coupling or uncoupling cars.	3	3	3	3	23	345	14	111	189	113	226	367	15	375
Walking or being on track.	1	1	1	2	51	39	36	247	21	17	238	171	28	166
Protected with gates or flagmen.														17
Not protected with gates or flagmen.														36
Caution not given on rails.														6
Derailment by misplaced switch.	2	1	1	4	4	2	5	21	1	1	2	3	2	6
Derailment by broken rail.														1
Derailment by broken frog or switch.														1
Derailment by broken axle.														3
Derailment by defective wheel.	1	21	4	2	7	1	3							22
Derailment from unknown causes.		6		9	3	1	12							19
Collisions, hitting by misplaced switch.	13	11	5	16	5	11	5							3
Collisions, hitting by neglect of orders or signals.		1	1	3	1	5	1							16
Collisions, hitting with hand.		1	1	1	1	1	8							12
Collisions, hitting by parting of trains.		1	8	1	4	1	1							3
Collisions, hitting by accidental obstruction.			2	2	2	3	10							16
Collisions, hitting by malicious interference.			2	2	2	3	10							12
Collisions, rear, by misplaced switch.			1	1	2	1	1							2
Collisions, rear, by mistake or neglect of orders or signals.			1	1	1	1	1							2
Collisions, rear, by parting of trains.														2
Collisions, rear, by parting of engines.														2
Collisions of bridge, cattle-guard or trestle.					3	6								6
Locomotive explosions.					3	42	6	98	5	4	14	37	10	121
Other train accidents.	1	7	2	9	7	38	3	47	1	1	7	57	6	51
Other causes.														1
Casualties not caused by trains, engines or cars.	30	95	13	99	159	785	137	771	314	261	663	1,138	411	1,136
From causes beyond their own control.	19	92	9	52	25	149	43	174	8	213	52	213	27	212
By their own misconduct or inattention.	9	31	5	37	69	327	50	214	262	619	340	555	486	465
Reported as caused by intoxication.	4	3	1	2	1	2	1	32	28	23	34	33	39	39
Indeterminable as to want of caution or otherwise.	2	8	1	5	3	311	42	362	12	18	7	37	50	400
	30	95	13	99	159	785	137	771	314	261	663	1,138	411	1,136

While the increase in the number of killed is to be deplored, a careful investigation of the causes of death shows that the *increase* was not the result of defective construction, rules or discipline, but rather of *unpreventable* causes, or of misconduct or carelessness upon the part of those killed.

Of the nineteen passengers killed from causes beyond their own control, *fifteen* were killed in the Silver Creek disaster, September 14th. This collision was the result of direct disobedience of orders upon the part of the engineer and conductor of one of the colliding trains, in passing the meeting point. (See report of investigation, page 149.)

Ten more people were killed by getting on or off trains in motion than in 1885, the result of their own carelessness. Nine more were killed coupling cars — indeterminable as to want of caution or otherwise. Fifteen more employees were killed while on track — probably the result of their own want of caution. Fifty-eight more "others," that is neither employees nor passengers, were killed while walking or being on track, unquestionably the result of their own want of caution.

From an inspection of the table substantially the same conclusions are to be drawn as have been drawn heretofore from the inspection of the tables for 1885 and 1884. They are so important that the Board again calls attention to them.

The principal cause of death and injury to passengers, aside from the fifteen killed in the Silver Creek disaster, was getting on or off trains in motion (nine out of a total of thirty killed, and twenty-eight out of a total of ninety-five injured), and was the result of their own want of caution. There appears to be no way of preventing this except by constantly calling attention to it. It was also the fourth most serious cause of death and injury to employees (ten deaths, and fifty-nine injuries).

The most serious cause of death to employees was walking or being on the track, a danger incident to their occupation and probably not preventable in any way. The next most serious cause was falling from trains, engines or cars (thirty killed and ninety-three injured). In addition to this there were eight "others" killed and eleven injured. While the latter were mostly trespassers engaged in stealing rides, the penalty paid was pretty severe even from the most rigorous standpoint.

The Board in its last two annual reports has used the following language:

"There is probably no more dangerous occupation than that of the brakeman on a freight train, who is obliged to run from car to car setting brakes, particularly in frosty weather, when he is liable to slip at any moment either through a curve in the track or sudden stop. It suggests the propriety of recommending a low railing of iron pipe, about eighteen inches high, to be put on every freight car, which the brakeman could seize if falling and probably save his life in many cases. It would be very inexpensive, and the Board fails to see any reason why it would not be entirely practicable."

The Board regrets to say that railroads have entirely ignored the suggestion. It deems the subject to be well worth legislative attention.

The cause leading to the third greatest number of deaths and injuries, almost equal in number to all other causes, was coupling cars.

The Board has been giving its continual attention to this subject. Resulting from its recommendation, a law was enacted by the Legislature of 1884 (being in chapter 439 of that year) providing that, "after July 1, 1886, no couplers shall be placed upon any new freight car to be built or purchased for use, in whole or in part, upon any steam railroad in this State, unless the same can be coupled and uncoupled automatically without the necessity of having a person guide the link, lift the pin by hand or go between the ends of the cars."

To facilitate the solution of the coupler problem as far as lay within its power, the Board held a series of practical tests of patent couplers in the yards of the New York Central railroad at East Albany on the 16th and 17th of June last.

The results which it reached and recommendations which it made are embodied in a report to which your attention is particularly directed. (P. 176 of the appendix.)

The most serious cause of death to "others" (neither employees nor passengers), was walking or being on the track. This caused the loss of 247 lives and injury to 111 persons as against 189 lives and 113 injuries in 1885. The Board repeats its language in the two previous annual reports on this subject:

"The sufferers were, generally, almost invariably, trespassers, frequently suicides. The law forbids walking or being on the tracks of railroads, and makes it a misdemeanor punishable with fine; but it seems practically impossible to enforce it in this country, particularly away from the cities. In the yards and depot grounds railroads make an effort to expel trespassers, but they meet with little encouragement from the civil authorities. This is particularly true with regard to children and beggars picking up coal and cinders.

"In view of the terrible loss of life incident to its violation, the law should certainly be enforced with more vigor."

The next most serious cause of death to "others" was being run over at highway crossings. This resulted in the death of twenty-eight and injury to forty-four persons as against thirty-two deaths and fifty-three injuries in 1885. Of these, seven deaths and twenty-two injuries were at crossings protected by gates or flagmen, and were almost invariably in consequence of the want of caution of the highway travelers. Still the penalty of death for a slight want of caution is severe.

Were it the law that as a rule railroads should pass over or under highways, and should only be permitted to cross at grade by a special order of court, these constantly recurring casualties would be greatly reduced, if not entirely done away with. The Board has recommended to three successive Legislatures an amendment of the present law requiring newly constructed railroads to observe such a rule. The bill has failed in every case.

To compel existing railroads to re-construct all their highway crossings would be impracticable at present, in consequence of the expense.

Another embarrassment results from the fact that highway commissioners are constantly opening new highways across railroads at grade. This they have the power to do under the present law. The Board is of the opinion that this law should be amended by inserting a provision that no new highway should be opened at grade across a railroad track except by order of court.

A statute was enacted by the Legislature of 1884 (chapter 439), resulting from a recommendation of the Board providing that:

"SECTION 3. At any point where a street, highway, turnpike, plank-road or traveled way is crossed at the same level by a railroad, or at any point where a horse railroad is crossed by a steam railroad, the supreme court or county court may, upon the application of the local authorities and upon ten days' notice to the railroad corporation whose road so crosses, order that a flagman be stationed at such point, or that gates shall be erected across such street, highway, turnpike or plankroad, and that a person be stationed to open and close such gates when an engine or train passes, or make such other order respecting the same as it deems proper. Such order shall only be made after the refusal or neglect of such corporation to station such flagman or erect such gates after having been requested so to do by such local authorities."

Action is frequently taken under the statutes to protect grade crossings. Notwithstanding its existence, however, the Board receives more complaints from this than any other one cause.

The Board concludes its discussion upon accidents by calling at-

tention to the great pains it is taking to diminish the number thereof and refers again to its previous annual reports and particularly to accident investigations and inquiries. (P. 141, appendix.)

PHYSICAL CONDITION OF RAILROADS.

It is with confidence the Board can report that the physical condition of railroads has continued to improve, as a whole, within the last year.

During the period of extreme business depression railroad property was "skimped" more than it should have been. This is particularly noticeable in the condition of those corporations that have gone through foreclosure of mortgage. The average receiver, through no fault of his own probably, finds it impossible to spend any more money on his road than absolutely necessary to keep trains running. The Board maintains its system of inspections, however, and persistently urges upon railroad authorities to remedy the defects pointed out, with most beneficial effect. Your attention is called to the inspection reports (pages 186-236 of the appendix,) and also to the remarks on this subject in the last annual report. (Page xxiii.)

The important work inaugurated by the Board in 1884, with regard to the inspection and calculation of the strains on bridges has nearly reached a conclusion. It expects to transmit a supplementary report on this subject to your honorable body somewhat later in the session. The work can be best understood by repeating the explanation made in the Second Annual Report, which is, therefore, again given:

INSPECTION OF BRIDGES.

"To this subject the Board has given particular attention and, it believes, with much benefit to the State and to railroads. The desirability of some form of State supervision of bridges has long been recognized by those whose professional duties made them familiar with the many dangerous structures that have been built and allowed to remain not only on railroads but on highways. * * * *

"The accurate calculation of the strains on the different members of a bridge or "*truss*" is a matter requiring technical education. It is very rarely possessed by bridge foremen and carpenters. Familiarity with the theory of mechanics and a considerable knowledge of mathematics are prerequisites. It was soon made evident to the Board that on many of the railroads of the State there had been no competent calculation of the strains on the bridges for many years, if at all. Two failures of bridges during a year, within the State,

attended with serious loss of life, amply justify the Board in the action it has taken.

"On the 28th of January, 1884, the following circular was issued :

"SIR—Will you please send to this Board, drawings or tracings of all the truss bridges on the lines owned, leased or operated by your road, numbering the same in consecutive order, stating the location of each, and the time when built. The Board desires such drawings and diagrams as will show the construction of the various members of the bridges, with the dimensions of the same; also the floor system adopted.

"It also desires a strain sheet to accompany each drawing, showing the strain on each member produced by the maximum moving load allowed upon the bridge, together with the weight of the superstructure.

"The Board also desires a plan of the general standard of floor system adopted, whether for large or small openings.

"The Board recommend a floor system for *all* openings, including cattle-guards, strong enough to support a derailed truck, with guard-rails to guide the wheels of the same in such contingency.

"Considerable objection was raised by some of the roads to conforming to the above. They have all done so, however, or are doing so. The result is that managers are finding weak places in their bridges of which they had no idea before. The mere fact that a strain-sheet has to be calculated by some one competent to do it, brings to their attention defects of which they might have remained in ignorance until a disaster had given them a terrible awakening. In many cases the bridges are strengthened before the drawings and strain-sheets are sent in to this office. As soon after receipt as possible, they are carefully gone over and re-calculated by a competent bridge engineer in the employ of the Board, and, when occasion requires, by one of the Commissioners. When any defect is discovered, the railroad company is immediately notified and required to show cause why the bridge should not be rebuilt or strengthened so as to be brought within safety limits. Cases are constantly occurring, particularly in old bridges, where the iron in the suspension rods is strained to 20,000 pounds and more to the square inch, and where three rods constitute the member, and there is no certainty that the adjustment is such that each rod is doing its share of the work.

"The Board accepts the weight of the maximum rolling load as furnished by the road, unless it is obvious that it is too light, in which case it assumes a locomotive weighing 80,000 pounds, on four drivers, with fourteen feet nine inches wheel base, a tender weighing 48,000 pounds, followed by a load of 2,240 pounds to the foot of track, so placed as to induce a maximum strain on web members. In some cases an average rolling load of 3,000 pounds to the foot is given by the roads, which induces strains on long spans somewhat in excess of the above assumption. The Board requires that iron should not be strained to a greater extent than 10,000 pounds, and wood 800 pounds in tension; nor greater than 10,000 pounds or 800 pounds

in compression, diminishing, however, as the length of the member increases in proportion to its diameter in accordance with well-recognized formulæ. Various other requirements are insisted upon with regard to the details of construction, which it is not necessary to set forth here, but which are universally agreed upon by competent engineers as proper and necessary for safety.

"The necessity of this work is particularly brought about by reason of the great increase in the weight of rolling stock within the last few years. There are many bridges still standing, built when the maximum weight of locomotive and tender was fifty-five tons, and the maximum weight of a freight car, with its load, was nineteen tons. Locomotives with tender frequently now weigh eighty-seven tons, and freight cars with their loads thirty-five tons.

"In the early days of bridge building, particularly of iron bridges, it was the habit to construct trusses of complicated form, the accurate calculation of the strains on which it is very difficult, and in some cases impossible, to determine. An approximation close enough for practical purposes is always reached however. A better practice now prevails, and trusses of simple form, admitting of no ambiguity, are alone accepted by the best engineers. In exceptional cases, complex trusses have to be resorted to, but they are avoided as much as possible.

"As can be well imagined, there is an immense amount of this work to do, there being about 3,500 bridges in the State. The Board trusts, however, within the next year, to have an accurate record of the *dimensions and strain brought on every member of every truss bridge in the State*; in no other State has this, as yet, been done.

* * * * *

"As stated in the last annual report, however, 'it is not proposed to relieve railroads or lead them to suppose they are relieved of the responsibility to maintain safe structures now resting upon them. It would seem better to hold them to an *undivided* responsibility and have the State inspection merely such as to see that they had fulfilled their duties.'"

The attention of railroad managers is drawn to the fact that on some railroads of the country, rolling loads from cars alone are reaching 3,600 pounds per running foot. These are much heavier loads than those upon which the calculations of the Board have been made. Care should be taken before permitting such trains to run, to ascertain if the bridges are capable of bearing them.

VENTILATION.

The Board admits with regret that it has been greatly discouraged in its efforts to induce railroad authorities to adopt better methods of heating and ventilating passenger cars. The ignorance and indifference that prevails upon the subject is astonishing. The

Board has repeatedly pointed out the desirability and practicability of better methods, but so far without avail.

Ventilation affects not only the comfort but the health of every traveler, and in case of accident the methods of heating may become a matter of supreme importance.

Your attention is called to the remarks on this subject in the last annual report (P. xxiv), and to the report of the inspector (P. 238 of the appendix).

The recent disaster at Rio, on the Chicago, Milwaukee & St. Paul railroad, has again called public attention sharply to the method of heating cars. On that occasion the train ran off the track through a misplaced stub switch. A passenger coach was jammed between the cars in front and rear, caught fire from the stove, and seventeen persons were burned to death before they could be rescued — the heat being so intense.

Except for the matter of expense there is probably no reason why the furnace should not be suspended under and outside the car, as is now done on some roads. Fresh air can be introduced by movement of the train, heated and thence transmitted through flues in the car, in the manner described in the report above quoted.

The Board is of the opinion that this is a better method than any depending upon steam from the locomotive. The latter necessarily deprives the locomotive of needed power and affords no means of ventilation, besides it being very difficult to make the steam connections. The Board will continue its efforts to secure better methods of heating and ventilation and trusts it will receive more co-operation from the railroads and the public.

UNIFORMITY OF RULES AND SIGNALS.

The Board has frequently drawn attention to the desirability of the adoption of a uniform code of rules, signals, standard measurements, etc., to prevent confusion and danger and to secure greater efficiency and economy in the operation of railroads. (See 1st Ann. Report, page 38; 2nd Ann. Report, page xxiv.) The subjects are receiving more and more attention from the various organized bodies representing the different departments of railroad management, such as the Master Car Builders' Association, Car Accountants' Association, Master Mechanics' Association, Time Convention., etc. In 1884 a uniform code of signals was recommended by the latter organization, which has been adopted by eighty-six per cent of the railroads reporting thereto. A uniform code of rules has also been

recommended by a committee of the same organization to be finally acted upon at its meeting on April 13, 1887. It is to be regretted that the committee has not yet recommended a code of rules for the movement of trains by telegraphic orders, no more important subject having been committed to its consideration. It expects to do so, however, at the next meeting of the convention. The Board at present expresses no opinion as to these rules or any of them, assuming that if they are adopted by the railroads represented in the convention it will be sufficient evidence of their wisdom. Some progress has also been made in the adoption of interchangeable and standard parts for cars, trucks, etc.

It is susceptible of demonstration that the agitation or adoption of many of the rules, standards, etc., has been in consequence of the initiative taken by the Railroad Commissioners and the announcement that the matter would be made the subject of legislation unless voluntarily assumed by the railroads themselves.

CHEAP FARES AND FREIGHTS.

The Board records with pleasure the voluntary action of the elevated roads of New York, in reducing fares over its system of roads. That this action will result beneficially to the roads as well as to the public, there is little doubt, as will be seen by the following statement of increase of number of passengers carried, and receipts therefrom, as compared with the corresponding months of the previous year:

Comparison of passenger traffic and earnings Manhattan Railway, during November and December, 1886 and 1885.

	Gross earnings.	Operating expenses excluding structure and personal taxes.	Net earnings.	Passengers carried.
November and December, 1886.....	\$1,873,044 07	\$760,890 05	\$612,154 02	27,164,344
November and December, 1885.....	1,220,041 64	634,645 19	585,396 45	18,286,384
Increase November and December, 1886, over November and December, 1885.....	\$153,002 43	\$126,244 86	\$26,757 57	8,877,960

NOTE. — Figures for December partly estimated. In November and December, 1886, the rate of fare was five cents at all hours over all lines.

The Board, in the absence of all power to reduce fares and freights recommends to the Legislature to take such measures as will insure as cheap fares as possible, consistent with the best service to the public as well as with justice to the roads. The very small

margin upon which trade and commerce is now transacted, makes the demands for cheap freight imperative.

LEGISLATION.

By the express terms of the Commission Act the Board is required to propose for the consideration of the Legislature needed amendments to the railroad laws; also, such new legislation as in its judgment may be necessary.

In its last annual report (P. xxix) the Board gave a summary of its recommendations theretofore made with the results thereof, to which your attention is again directed. To this is to be added, that in the Legislature of 1886, no bills recommended by the Board were passed, except the act proposed to limit the compensation of receivers.

Before proposing any changes in our laws in 1883, the Board submitted to railroads what had been suggested either to it, or by its members, in the way of legislative action, and invited railroad consideration and discussion of the same. Neither then nor since have railroads co-operated with the Board in securing any legislation recommended by it except the measure designed to make further railroad construction the subject of official approval on the part of the State, which they have favored.

Many of the wrongs, defects and causes of public scandal which were to be found in our railroad statutes still remain and are worthy of the careful consideration of the Legislature.

Under the present General Railroad Act, stock can apparently be issued for money, or for debts, or for property, or for franchises purchased, or as a bonus to aid in selling bonds, or upon construction contracts, etc. It is too frequently issued without any proper consideration whatever.

The latitude allowed gives rise to grave abuses. The more defective the original title and the less in fact paid for the stock by the original holders, the greater haste is there to dispose of it, and to get it into the hands of innocent holders.

There are also evils connected with the law regulating the issue of bonds; directors can issue them and mortgage the road as they please; the stockholders have no voice in the matter. This should be corrected as has been pointed out heretofore, by making all such issues subject to the approval of stockholders. Again these securities are supposed to be issued upon the property represented by the money which the stockholders have paid for their stock. But too often little or nothing is paid for the stock, it being thrown in as a bonus while

the public generally have to pay the interest on such bonds and dividends, assessed upon their transportation, upon the par value of the stock, although the road and its equipment in fact cost very much less than such par value.

The bonds are usually sold at a discount, and a part of the money realized and put into construction is often the only security which the bondholders have. These practices place railroad securities on a speculative basis, demoralize the market for them, and oftentimes lead innocent outsiders into heavy losses, besides subjecting legitimate enterprises to the payment of large discounts. The watering of railroad stock and excessive issues of bonds have been the great bane of our railroad system. The assumption that whatever stock is issued by a board of directors is, in the eyes of the law, so much "capital actually expended," upon which the State has solemnly guaranteed a ten per cent dividend, is a fallacy. Were there no watered stock in our railroad system, fares and freights would be lower, New York city and the other commercial cities of the State would benefit thereby and increase their population and manufacturing. Were the system of book-keeping and of annual and quarterly reports now required by this Board, supplemented by legislation better regulating the issue of stock and bonds, railway securities would have a better standing and credit, and the evils pointed out would be largely remedied.

On the other hand, governmental interference with the finances of railroads, beyond requiring stock and bonds to be honestly issued and beyond requiring books to be well kept and reports to be frequently made, is not generally believed to be wise. It is claimed that too much interference is apt to induce the investing public to believe that the securities bear the government stamp and approval, investors being thereby lulled into a sense of false security.

The amendments and legislation heretofore proposed are fully discussed in the Third Annual Report and are briefly these:

First—To require railroads, before being constructed and exercising the right of eminent domain to demonstrate their public necessity. On the one hand it is urged that such legislation would deprive the people of the benefits of competition and would place all transportation in the hands of existing railroads. On the other hand parallel and competing lines generally consolidate through leases or "pools" and thus become greater monopolies, forcing transportation to pay for operating and maintaining unnecessary trackage and equipment, and also to pay dividends upon capital invested.

Second — To prevent reorganized companies from "watering" their stock.

Third — To require that where stock is increased it shall not be disposed of for less than par value, unless by permission of the courts.

Fourth — To require that where railroads abandon award proceedings, they shall in all cases deposit in court the amount of the first award before renewing their proceedings.

Fifth — To require railroads hereafter constructed, to pass over or under streets, highways and other railroads unless grade crossings are permitted by the courts under proper regulations.

Sixth — To authorize the courts, upon the application of either railroad or highway commissioners, to make such changes as are needed to secure safety at existing highway crossings, and to assess the expense justly.

Seventh — To forbid railroad bonding without the stockholders' consent.

Eighth — To forbid parallel and competing lines from leasing each other, and to forbid leases at all, unless the stockholders approve of the same.

Ninth — To forbid discrimination by railroads against shippers by canal.

Tenth — To make it the duty of railroads to comply with such recommendations of the Board as the courts shall determine to be just and reasonable, and to make the findings of fact by the Board *prima facie* evidence before the courts, as suggested by the Attorney-General of the State in his communication of February 11, 1885, to this Board.

Eleventh — To make railroads liable for damages by fires communicated from their engines, and to give them an insurable interest in property thus destroyed.

Twelfth — To regulate the packing and transportation of dynamite and other explosives, as public safety requires.

All of the above measures the Board deems to be important; some of them absolutely necessary to cure the evils from time to time arising from the present imperfection of the laws. The Board was created to stand between the people and the railroads, not only as an umpire, but also in an important sense as a representative of the people, charged with the duty of protecting their rights. Acting under this conception of its duties as required by the Commission Law, the Board has repeatedly called the attention of the Legislature to serious defects in the general railroad laws of the State, as well

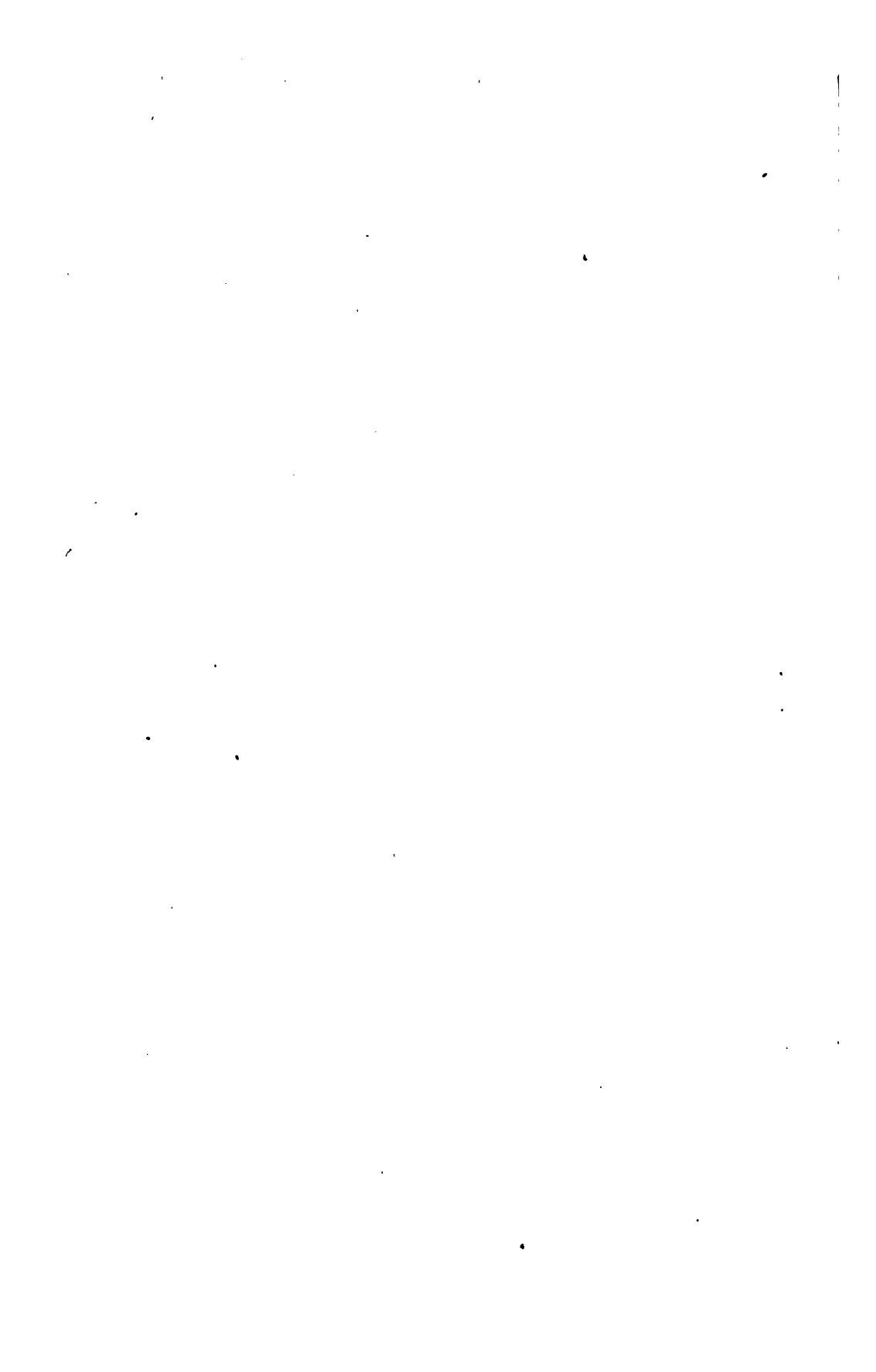
as in the act creating the Board, and has carefully prepared bills to remedy these defects. That some of those bills, so prepared, were of great and immediate importance, subsequent events have fully demonstrated.

BROADWAY RAILROAD.

One illustration alone is presented out of a number at hand. Among the first bills recommended by the Board to the Legislature of 1884 and subsequent Legislatures, and which has not yet become a law, was an amendment to the act of 1839, relating to the leasing of railroads. The proposed amendment read: "*Provided that such leases or contracts for operation shall not be made between railroad companies or corporations whose railroads or branches owned in whole or in part run on parallel or competing lines.*" The amendment further provided *for the approval of stockholders before such lease could be made.*

Had these acts, with the recommendations carefully prepared by the Board, together with the act forbidding the issue of bonds without the approval of stockholders been passed, they probably would have presented insurmountable obstacles to the consummation of the corrupt and fraudulent scheme of the Broadway railroad. The prompt action of the Legislature saved the honor of the State, and the courts have and are meting out just punishment to these corrupt schemers. The Board again recommends the foregoing measures to the Legislature with the hope of their receiving favorable consideration.

JOHN D. KERNAN,
WILLIAM E. ROGERS,
JOHN O'DONNELL,
Commissioners.



APPENDIX.

Decisions and recommendations :

Executive and legislative references.

Complaints of cities, towns, associations, individuals, etc.

Applications for increase of capital stock.

Accidents.

Accident inquiries.

Crossings at grade.

Report upon tests of automatic car-couplers.

Length of railroads.

Inspections.

Report to Board, on heating and ventilation of cars.

Minutes of the Board.

New companies formed in 1886.

Companies reorganized in 1886.

Companies consolidated in 1886.

Extension of routes during 1886.

Enactments of the year 1886.

Alphabetical list of all companies formed under laws of this State.

General Railroad Law, and all laws (classified) relating to the railroads of this State.

DECISIONS AND RECOMMENDATIONS.

EXECUTIVE AND LEGISLATIVE REFERENCES.

I.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE STOPPAGE OF CARS ON THE DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD, THE INFORMATION OF WHICH WAS REFERRED TO IT BY THE GOVERNOR MARCH 2, 1886.

STATE OF NEW YORK.

EXECUTIVE CHAMBER,
ALBANY, *March 2, 1886.* }

The Governor is informed by Andrew D. Best, of New York city, that the cars of the Dry Dock, East Broadway, and Battery railroad are not running on any of its four lines. This information is respectfully referred to the Board of Railroad Commissioners with the request that such consideration be given as may be deemed proper.

WILLIAM G. RICE,
Private Secretary.

STATE OF NEW YORK :

BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, *March 4, 1886.* }

On March 2, 1886, there was referred by the Board to Commissioner Kernan the following communication, which was on that day received from the Governor, to-wit :

STATE OF NEW YORK :

EXECUTIVE CHAMBER,
ALBANY, *March 2, 1886.* }

The Governor is informed by Andrew D. Best, of New York city, that the cars of the Dry Dock, East Broadway and Battery railroad are not running on any of its four lines. This information is respectfully referred to the Board of Railroad Commissioners, with the request that such consideration be given as may be deemed proper.

WILLIAM G. RICE,
Private Secretary.

Commissioner Kernan immediately proceeded to New York and held a hearing at the Hoffman House, at which Joseph O'Donnell, Esq., chairman, and Andrew D. Best, Esq., secretary of the Empire Protective Association, and others, representatives of said association, and a number of the car conductors and car drivers of the road, were present; also William Richardson, a director, and F. F. White, Esq., superintendent on the part of the road. At midnight the hearing was adjourned until March 3, 10 A. M., at the office of the company, where the same parties being present, as well as many others on the part of the employees, the hearing was continued and closed.

It appeared that at 4 A. M. of March 2, 1886, the cars ceased to run on any of the four lines of the company, for reasons hereinafter stated, and that such suspension had continued throughout the day, and further continued until the afternoon of March 3, after the close of the hearing, when the road attempted under police protection to start its cars. This effort to open its road to public travel was prosecuted so far as possible in the face of the opposition of those congregated upon the streets.

At 5 P. M. of March 3, the following was received from the road, to-wit:

NEW YORK, March 3, 1886.

At a meeting of the directors of the Dry Dock, East Broadway and Battery Railroad Company, held this day, the following resolutions were passed:

Resolved, That the superintendent be authorized and directed to employ all competent men that he can obtain to operate the cars of this company, as conductors and drivers, at the rate of \$2.00 per day for twelve hours' work, including not less than thirty minutes for dinner; it being understood that all men who prove themselves competent and faithful, shall, while they discharge their duty, be retained in the employ of the company.

Resolved, That the executive committee and superintendent be authorized and directed to spare no outlay which may be necessary to insure the running of the cars of this company on its various routes to the extent necessary to comply with and fulfil the obligations of the company to the public.

Resolved, That the mayor and police authorities of the city be and they are hereby requested to afford all necessary protection to our employees, cars and other property, from any molestation or unlawful interference.

Resolved, That a copy of the foregoing resolutions, attested by the president and secretary, be sent to the Governor of the State, Attorney-General, Railroad Commissioners, mayor of the city, and the police department of this city.

WM. WHITE, *President*,
R. KELLY, *Secretary*.

The road is used, when in operation, by about 50,000 people per day, and these are therefore seriously incommoded in going to and from their daily avocations while the operation of the road is suspended. On March 2d and 3d, the road made no effort to run its cars, except as stated, and except to endeavor to arrange existing difficulties with its striking employees so that through them it might resume. The cause of the suspension of operation was that at 4 A. M. on March 2d the employees of the road struck in a body and refused to work unless certain demands made by them and presented by them through the Empire Protective Association, were yielded by the road. It not being the desire of either party to the controversy to have the Board determine upon the merits of the differences between the road and its employees, the Commissioner confined his hearing officially to ascertaining

the cause and extent of the stoppage or suspension, and whether or not the road had complied with its charter in what it had done and was doing to enable it to resume the discharge of its carrier obligations.

The power and duty of the Board in this respect is found in section 5 of chapter 353, Laws of 1882, to-wit:

The duty of a railroad toward the public, when contending with a "strike" of its employees, is stated in the case of *The People v. The New York Central and Hudson River Railroad Company*, 28 Hun, 558, where the court at General Term says:

"The petition in each (this) case alleges that the said railroad company, since about the 16th day of June, 1882, 'has substantially refused to discharge its duties as a common carrier, and has, to a material degree, suspended the exercise of its franchises by refusing to take freight which has been offered at its stations in the city of New York for transportation, at the usual rates and upon the usual terms.' * * * * *

"It is not alleged or shown that the workmen committed any unlawful act, and no violence, no riot and no unlawful interference with other employees of the respondents appear. It is urged in effect that the court should regard the case as one of unlawful duress, caused by some breach of law sufficiently violent to prevent the reception and transportation of freight. There is nothing in the papers to justify this contention. According to the statements of the case, a body of laborers, acting in concert, fixed a price for their labor, and refused to work at a less price. The respondents fixed a price for the same labor and refused to pay more; in doing this neither did an act violative of any law, or subjecting either to any penalty. The respondents had a lawful right to take their ground in respect of the price they paid and adhere to it if they chose; but if the consequence of doing so were an inability to exercise their corporate franchises to the great injury of the public, they cannot be heard to assert that such consequence must be shouldered and borne by an innocent public, who neither directly nor indirectly participated in their causes.

"If it had been shown that a 'strike' of their skilled laborers had been caused or compelled by some illegal combination or organized body, which held an unlawful control of their actions and sought through them to enforce its will upon the respondents, and that the respondents, in resisting such unlawful efforts, had refused to obey unjust and illegal dictation, and had used all the means in their power to employ other men in sufficient numbers to do the work, and that the refusal and neglect complained of had grown out of such a state of facts, a very different case for the exercise of the discretion of the court, as well as of the Attorney-General, would have been presented. Whether such a state of facts could have been shown or not we cannot judicially know. The present case must stand or fall upon the papers before us, and we are not to be swerved from thus disposing of it by any suggestion of facts not in the case which might lead, if they appeared, to some other result. The most that can be found from the petition and affidavits is that the skilled freight handlers of the respondents refused to work without an increase of wages to the amount of three cents per hour; that the respondents refused to pay such increase; that the laborers then abandoned the work, and that the respondents did not procure other laborers competent or sufficient in number to do the work, and so the numerous evils complained of fell upon the public and were continuous until the people felt called upon to step in and seek to remedy them by proceedings for *mandamus*. * * * * *

"These facts reduce the question to this: Can railroad corporations refuse or neglect to perform their public duties upon a controversy with their employees over the cost or expense of doing them? We think this question admits of but one answer. The excuse in law has no validity. The duties imposed must be discharged at whatever cost. They cannot be laid down or abandoned, or suspended, without the legally expressed consent of the State. The trusts are active, potential, and imperative, and must be executed until lawfully surrendered, otherwise a public highway of great utility is closed or obstructed without any process recognized by law. This is something no public officer charged with the same trusts and duties in regard to other public highways can do without subjecting himself to *mandamus* or indictment."

It follows from this that in failing to endeavor to run the road during March 2d and 3d, and in simply sitting down and awaiting the result of negotiations with its old employees, the road wrongfully neglected a duty imposed by law.

To endeavor to arrange difficulties with its experienced employees, and to secure their continued service for the public, was commendable, but the law does not permit a road while so engaged to impose inconvenience and lack of its carrier accommodations upon 50,000 of an innocent public, who neither directly nor indirectly are responsible for the trouble between the company and its employees.

The effort made on March 3d to resume operations was apparently prosecuted in good faith, and was not successful because of duress. A road's charter cannot be affected, nor is it subject to *mandamus*, if it is prevented by violence or riots, or other unlawful interference, from operating its road, provided that in the face of such opposition it makes, continues and prosecutes without intermission its efforts to perform its carrier duty. The effort must be commensurate with the public necessity, and it will not do simply to try occasionally to run a car, but the road must endeavor all the time to give the public using its lines the transportation needed, and it must continue such efforts until it succeeds in so doing. In these continued attempts to run its cars to the extent that public accommodation requires, the road is entitled to be protected by the entire power of the law, and of its executive officers and servants, against unlawful interference or molestation. This case strongly suggests the desirability of some system of enforced arbitration of differences between employers and employees, charged with quasi-public functions. There may be no right to force arbitration between the master and servant in ordinary life, but where masters and servants are engaged in the discharge of duties imposed by law toward the public, it would seem that the public interests involved in the question would give the State a right to insist that all differences should be at once and speedily settled through the arbitration of some public official. There is no time now to prepare and pass such an enactment to remedy these present difficulties, but it is worthy of consideration whether the subject ought not to be considered by those having the future prosperity of our State and its vast carrier systems in charge.

CONCLUSION.

That the Dry Dock, East Broadway and Battery Railroad Company be hereby notified that its failure to endeavor to operate its road on March 2 and 3, 1886, as hereinbefore stated, was neglect to perform the duty imposed upon it by its charter, and that if such neglect be continued after the service of this notice, the Board will present the facts to the Attorney-General, in order that he may take such proceedings thereon as may be necessary for the protection of the public interests.

By the Board.

WILLIAM C. HUDSON,

Secretary.

II.

ACTION OF THE BOARD OF RAILROAD COMMISSIONERS ON THE STOPPAGE OF THE CARS ON THE ATLANTIC AVENUE SYSTEM IN BROOKLYN, REFERRED TO IT BY THE GOVERNOR MARCH 4, 1886.

STATE OF NEW YORK:

EXECUTIVE CHAMBER,
ALBANY, *March 4, 1886.* }

The Governor is informed by John G. Caville, of Brooklyn, that the cars of the Atlantic Avenue System are not running on any of its lines. This information is respectfully referred to the Board of Railroad Commissioners, with the request that such consideration be given as may be deemed proper.

WILLIAM G. RICE,
Private Secretary.

The Board having just completed an investigation of a similar condition of things on the Dry Dock, East Broadway and Battery railroad, involving precisely the same questions and having just issued its decision thereupon, ordered that a copy of it be sent to the Atlantic Avenue Railroad Company.

III.

REPORT OF COMMISSIONER ROGERS ON THE BILL ENTITLED "AN ACT TO EXTEND THE TIME WITHIN WHICH THE EAST SIDE AND MOUNT VERNON RAILWAY COMPANY SHALL COMPLETE THAT PART OF ITS RAILWAY FIRST TO BE CONSTRUCTED," REFERRED BY THE GOVERNOR ON MARCH 14, FOR AN OPINION.

STATE OF NEW YORK:

BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, *March 15, 1886.* }

To the Governor :

The bill entitled "An act to extend the time within which the East Side and Mount Vernon Railway Company shall complete that part of its railway first to be constructed," referred to the Board of Railroad Commissioners by your direction, "with the request that at its earliest convenience report be made upon the merits of the bill," has been received at this office.

Owing to the absence of the other members of the Board and the little time left in which to act, I took upon myself the duty of obtaining the information you require and sent for Mr. Joseph S. Wood, Secretary of the company, and from him learned that the East Side and Mount Vernon Railroad Company is a company organized under the Rapid Transit Act of 1885, whose route has been laid out in Westchester county by commissioners appointed in accordance with the provisions of that act; that its northern terminus is at present on the New York, New Haven and Hartford railroad, midway between Mount

Vernon and Pelhamville; that its southern terminus is at a point in the middle of the Bronx river, where it effects a junction with the Suburban Elevated railroad, whose southern terminus is at One-hundred and Fifty-eighth street in the city of New York, on the north side of the Harlem river, where is the northern end of the Second avenue bridge just completed.

The East Side and Mount Vernon Railroad Company has not yet been constructed for the reason that its usefulness was dependent upon the construction of the Suburban Elevated railroad, with which it is provided it shall effect a connection. It was considered useless to build the East Side and Mount Vernon railroad before the construction of the Suburban, for without a southern connection it would be of value to no one.

The Suburban Elevated railroad is organized under the same act, and has not been built for the reason that its value and usefulness was dependent upon the construction of the bridge over the Harlem river at Second avenue.

That bridge has, after much delay caused by litigation, finally been completed, and the work of construction of the Suburban Elevated railroad has been begun and a small portion thereof completed.

Waiving any question as to the extension of time for the completion of its road to a particular corporation being in contravention of the twelfth paragraph of section 18 of article 3 of the Constitution, and basing my conclusion upon the merits of the bill, there appears to be good reason for granting the extension of time asked for.

Respectfully,

WILLIAM E. ROGERS,

Railroad Commissioner.

IV.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS IN RESPONSE
TO A RESOLUTION OF THE SENATE OF DATE OF MARCH 4, 1886, IN
RELATION TO A BILL TO AMEND CHAPTER 140, LAWS OF 1850.

STATE OF NEW YORK:

IN SENATE,
ALBANY, March 4, 1886. }

Mr. Smith offered,

Resolved, That said bill be referred to the Railroad Commissioners with a request that said Railroad Commissioners report said bill with their recommendations back to the Senate within ten days.

By order,

JOHN W. VROOMAN,
Clerk.

STATE OF NEW YORK:

BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, March 16, 1886. }

To the Honorable the Senate of the State of New York:

The accompanying bill, entitled "An act to amend chapter 140 of the act of 1850, entitled 'An act entitled an act to authorize the for-

mation of railroad corporations and to regulate the same,' and the several acts amending same," was referred to this Board for an opinion thereon by resolution of your honorable body of March 4, 1886.

The bill proposes to add to subdivision or "paragraph six" of section 28, certain additional provisions, and in so doing re-enacts "paragraph six."

Section 2 of the bill provides, "Nothing in this act contained shall apply to any 'street' surface railroad."

"Paragraph six" was last amended specifically by chapter 583 of the Laws of 1880; section 2 of that act providing that "Nothing in this act contained shall apply to any street surface railroad in the city of New York," but by implication leaving the act to apply to street railroads elsewhere.

The general street surface railroad act of 1884, however, modified the provisions of this "paragraph six" (so far as applicable to street surface railroads) in that it provided in section 14 how street surface railroads should cross each other and use each other's tracks.

The addition therefore of section 2 of this bill would leave the law, so far as it affects *street surface roads*, precisely where it now is.

It is perhaps also proper to call attention to the fact that in the title to chapter 583 of the Laws of 1880, the apparently superfluous words "An act entitled" appear *twice* as they do in the title of this bill.

The Board of Railroad Commissioners has also proposed an amendment to this same "paragraph six" in its recommendations to the Legislature of this year in order to bring it into harmony with certain other proposed amendments to the General Act—which are therefore suggested hereafter as amendments to this bill.

The main and most important object of the bill, however, is found in the additional provisions added as follows:

"Every railroad or other company operating a railroad engaged in the transportation of property shall receive from every other connecting or intersecting railroad all property in bulk and the car containing the same destined for any point on its railroad, and transport and deliver the same subject to customary and reasonable compensation for like transportation and service at such elevator, warehouse, yard or place of deposit as shall be required by the consignee or owner of such property, or by the proper officer of such connecting or intersecting railroad, and shall receive at such elevator, warehouse, or other place of deposit, and deliver to such connecting or intersecting railroad, all such cars and property as shall be offered for that purpose and subject to like customary and reasonable compensations provided such elevator, warehouse, yard or place of deposit can be reached by any track owned, leased or used by such company, or by any track which shall be constructed and maintained by the owner or person interested in such elevator, warehouse, yard or place of deposit, and every such railroad or other company shall connect or permit connection to be made with its track for the purpose aforesaid."

The bill proposes to give to *any* party owning or interested in an "elevator, warehouse, yard or place of deposit," contiguous to the railroad, the right to construct what is popularly termed a "switch" thereto.

It is needless to say that this is a most important measure.

The principle has been agitated and discussed in other States, but the Board is not aware of the right to construct such switch or side track having been enacted into statute elsewhere than in the State of Illinois.

Section 5 of article 13 of the Constitution of the State of Illinois, adopted July 2, 1870, provides as follows :

"All railroad companies receiving and transporting grain in bulk or otherwise, shall deliver the same to any consignee thereof or any elevator or public warehouse to which it may be consigned, provided such consignee or the elevator or public warehouse can be reached by any track owned, leased or used, or which can be used by such railroad company, and all railroad companies shall permit connections to be made with their track, so that any such consignee, or any public warehouse, coal bank or coal yard, may be reached by the cars of said railroad."

The Constitution further provided that the Legislature should enact such laws as were necessary to carry the above provision into effect.

The statutes thus far enacted only provide for the enforced construction of private switches to grain elevators.

In a case lately brought before it involving this principle, as applied to a large factory which had been connected with a railroad by a switch for seventeen years, but which had been taken up against the protest of the factory, the Board uses the following language :

"The law does not require a railroad to furnish private switches to any one. Whether it furnishes any or not is for the railroad to determine. If, however, in the exercise of its discretion in the matter, a railroad determines upon adopting the policy of furnishing private switches, and of affording facilities for their use, it is quite obvious that the rules of law governing carrier apply thereto. These facilities, if granted at all, cannot be allowed to favored shippers only, and refused to others having *substantially the same claim thereto*, nor can they be used as weapons of punishment or coercion. Whatever a railroad does, whether under legal compulsion or as a matter of choice and accommodation, must be done *for all alike under like circumstances* for reasonable compensation and without unjust discrimination. This rule cannot be questioned. It leads to no such absurd conclusion as that every one would be entitled to a private switch, and thus utter confusion in their business and serious loss to railroads would result. It is for the railroad to determine to what *extent private switches* shall be allowed, subject, as in every thing else relating to its operation, to the restriction that its charge for service connected therewith shall be reasonable, and that it shall not unjustly discriminate in determining who shall and who shall not have switches."

In a second case, however, where the circumstances were quite different, the following language is used :

"It would be a most dangerous precedent to establish that any one owning a piece of *unimproved* property along side of a railroad can *insist* upon a switch and side track being constructed thereto, upon the pretense of the owner desiring to go into some business, and without any consultation or agreement with the railroad company as to the mutual convenience to be subserved. * * * The opening of a coal yard is quite a different thing from the erection of a mill or factory. In the latter case the expenditures for the improvement are a guarantee of good faith in the prosecution of the business. A great many considerations enter into the selection of the site which do not in that for a coal yard. The convenience of the railroad, while an important factor, would necessarily be more subordinated to the conditions neces-

sary for a factory than for a coal yard. Within a given area there would probably be fifty places suitable for a coal yard to *one* for a factory."

The conclusion reached by the Board in the last case quoted was that it would not be just to insist upon the railroads permitting a switch to be constructed to the premises of the complainant unless the railroad declined to deliver coal to the complainant at some other equally suitable place, and to furnish the complainant facilities and accommodations to transact the coal business equally as favorable as those given to any other party.

In view of the fact that the right to compel the construction of a switch to *any* contiguous property might and probably would subject railroads to great inconvenience and expense in their operation, without corresponding benefit from the unreasonable demands of irresponsible parties, it would seem better to add a provision that the construction of such switch could only be *enforced* upon the adjudication of the courts or of the Board of Railroad Commissioners.

A discretion would thus be left to an impartial body as to whether the circumstances warranted the construction of the switch.

In conformity with the above views the Board suggests as amendments to the bill the following :

The eleventh line to read :

6th. *To cross as provided in section twenty-four of this act and to intersect, join, etc.*

Add to the end of section one the words :

" Provided that any such railroad or other company before connecting or permitting any such connection to be made, or the party desiring such accommodation, may apply to the Supreme Court of the judicial district within which such connection is demanded, or to the Board of Railroad Commissioners, which Court or Board shall have the power to relieve the said railroad from making or permitting such connection, or shall compel the same to be made for reasonable cause shown after a hearing of both parties in interest.

By the Board.

WILLIAM C. HUDSON,
Secretary.

V.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON A BILL ENTITLED "AN ACT TO PERMIT ELEVATED RAILROADS IN THE CITY OF NEW YORK TO CONNECT WITH OTHER STEAM RAILROADS, DEPOTS AND STEAM FERRIES," REFERRED TO IT BY THE RAILROAD COMMITTEE OF THE ASSEMBLY FOR AN OPINION ON MARCH 4, 1886.

STATE OF NEW YORK :

BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, March 16, 1886.

To the Honorable the Committee on Railroads of the Assembly :

The accompanying bill entitled " An act to permit elevated railroads in the city of New York to connect with other steam railroads, depots and steam ferries," was referred by your committee to this Board for an opinion thereon.

A hearing was given on Wednesday, March 10th, before the Board, Commissioners Kernan and Rogers present, at which the elevated roads were represented by Julian T. Davies, Esq., and A. P. Thornton, Esq., they having been personally notified.

The Board had also requested the O'Rourke city press association of New York to give in the newspapers a public notice. So far as the Board can learn, however, such notice was not published; at all events no one appeared to oppose the bill, and as its provisions affect vast interests, it may be fairly concluded that the public do not understand its scope.

A careful perusal of the bill shows that under its provisions, if enacted into law, the elevated railroads could extend their lines through or across any or all of the streets of New York where they might deem it profitable so to do; the only restriction in the bill being that such extensions shall connect with steam ferries, other steam railways or the depots thereof.

The counsel proposed to amend the bill so as to exempt Broadway, Fifth avenue and the city parks, and also to add the provision in section 4 of the rapid transit act making it a pre-requisite to obtain the consent of the local authorities and a majority in value of the abutting property owners, or of a commission appointed by the Supreme Court in lieu thereof, being the constitutional provision with regard to street railroads.

Even with these amendments the Board deems that the bill is dangerously broad.

In view of the very serious effect upon adjoining property owners and of the impediments to a free use of a street caused by the erection of an elevated railroad structure, the rapid transit act provides an elaborate method for the determination of the route in addition to the safeguards provided by the Constitution for street railroads.

Elevated railroads cannot be treated as though they were ordinary surface street railroads. In their extension the public should have at least the same protection as was given by the rapid transit act in their original construction.

This bill would sweep away all this machinery at one stroke, and by its terms would give the elevated railways "now in actual operation" the absolute monopoly of building extensions when and where they pleased, subject only to the constitutional provisions applicable to street railways, and exempting Broadway, Fifth avenue and the city parks.

It would doubtless subserve public convenience if the elevated railroads should be extended to certain ferries in the city of New York.

These extensions can be built under the rapid transit act as it now is. While the procedure is somewhat cumbersome, involving the creation of a new corporation and its subsequent lease to the elevated road, it is certainly a lesser evil than to enact a law giving such dangerous facilities and powers to the New York elevated roads.

Much of the detail and trouble incident to this course might be properly avoided by so amending the rapid transit act as to permit elevated roads to extend their lines as needed for public accommodation under the provisions and restrictions of that act.

By the Board.

WILLIAM C. HUDSON,

Secretary.

VI.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS IN RESPONSE TO A RESOLUTION OF REFERENCE OF THE RAILROAD COMMITTEE OF THE ASSEMBLY OF DATE OF MARCH 14, 1886, OF A BILL ENTITLED "AN ACT RELATING TO THE INTERCHANGING OF TRAFFIC WITH THE NEW YORK AND NEW ENGLAND RAILROAD," FOR AN OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, March 16, 1886.

To the Honorable the Committee on Railroads of the Assembly:

The accompanying bill entitled "An act relating to the interchanging of traffic with the New York and New England Railroad," introduced by Judge George W. Greene, of Orange county, was referred to this Board by your committee for an opinion thereon. A hearing was given upon the bill by your committee on March 11th, at which Railroad Commissioners Kernan and Rogers were present. Those favoring the bill were represented by Mr. Swan and Judge Greene. The New York and New England railroad was represented by W. C. Anthony, Esq., counsel, and C. H. Platt, Esq., superintendent. The statement of Mr. Swan was that the New York and New England railroad did not receive the cars of other railroads connecting with the ferry of the New York and New England road at Newburgh. He also incidentally stated that the rates of freight for coal on the New York and New England railroad were too high.

The statement that the New York and New England road did not receive cars of other roads at Newburgh was denied by Mr. Platt. He asserted that the only tracks with which the New York and New England railroad could connect at Newburgh were those of the Erie; that the cars of other roads ran on its tracks to the ferry, and that he supposed the relations with that road were entirely friendly. In view of this conflict of statement and of the fact that no complaints as to this matter have been lodged with this Board or with the committee, and of the further fact that sub-division 6 of section 28 of the General Railroad Law provides that "all companies whose railroads are or shall hereafter be crossed, intersected or joined as aforesaid shall receive from each other and forward to their destination all goods, merchandise and other property intended for points on their respective roads with the same despatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise and other property received at and forwarded from the same point for individual or other corporations," it would seem that the passage of this bill was unnecessary.

The above law makes it the duty of railroads now to do what the proposed bill seeks to impose upon them, with the exception of transporting the loaded cars of other connecting roads. It is the universal custom of railroads to so transport loaded cars of other roads.

If it be shown that the New York and New England railroad does not conform to this custom the general act could be amended so as to meet the case and thus avoid the necessity of passing this bill

It is also proper to state that a bill introduced by Senator Smith to so amend the general act is now pending in the Senate.

By the Board.

WILLIAM C. HUDSON,
Secretary.

VII.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON A BILL RELATING TO THE FARES CHARGED BY THE BROOKLYN ELEVATED RAILROAD, REFERRED TO IT FOR OPINION BY THE RAILROAD COMMITTEE OF THE ASSEMBLY MARCH 5, 1886.

STATE OF NEW YORK :
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, March 19, 1886.

MAJORITY REPORT.

To the Honorable the Railroad Committee of the Assembly :

On March 5, 1886, this Board received a bill relating to the Brooklyn Elevated Railroad Company, with the request that this Board return the same with its opinion thereon.

The road submitted in committee the following amendment to the bill as to the rates of fare: "The rate of fare for carrying passengers shall not exceed five cents for each passenger between the hours of half past five and half past eight in the forenoon, and between the hours of half past four and half past seven in the afternoon. At all other hours the fare shall not exceed ten cents for each passenger; provided, however, that until January 1, 1890, the said corporation and its successors may, at their option, in lieu of the fares hereinbefore provided, charge a uniform rate of six cents for each passenger throughout the entire day. After that date the fare shall be five cents throughout the day. Special rates may be made for funeral trains."

On June 13, 1885, the road, under the direction of his Excellency, David B. Hill, Governor of the State of New York, made and filed with this Board the following agreement :

At a meeting of the board of directors of the Brooklyn Elevated Railroad Company, held at the office of the company, No. 49 Fulton street, in the city of Brooklyn, on the 13th day of June, 1885, a quorum being present, it was unanimously resolved as follows :

WHEREAS, A bill has passed the Legislature known as Assembly bill No. 638, and now awaits the signature of the Governor ; and

WHEREAS, Said bill contains three sections, one of which amends the present charter of the company in respect to the collection of fare from passengers ; the second of which extends the time of building its road eastwardly from Schenck avenue for five years ; and the third of which extends the time for the completion of the rest of its railroad for three years ; and

WHEREAS, It appears that objection has been made to the enactment of the provisions in respect to fares,

Resolved, That in order to obviate any objection to the signature of said bill by the Governor, and for the purpose of securing his signature thereto, the Brooklyn Elevated Railroad Company hereby covenants and agrees with the Railroad Com-

missioners of the State of New York that, notwithstanding the passage of said bill and its signature by the Governor and its enactment as a law, the company will limit the fares for passengers, within the limits of the city of Brooklyn, to the sum of five cents for each passenger, and no more than that sum at all hours, and that it will maintain such rate of fare within said limits until the same shall be changed, modified or regulated by the Legislature of the State of New York ; further

Resolved, That in order to carry this resolution into effect the company will hereafter make, sign, seal, execute and deliver a formal contract or agreement with the Railroad Commissioners of the State of New York.

We hereby certify the foregoing to be a true extract from the minutes of the board of directors of the Brooklyn Elevated Railroad Company the successor company of the Brooklyn Silent Safety Railway Company.

(Signed),

Brooklyn Elevated Railroad Company,

[Seal]

By C. J. G. HALL,

Vice-President

Attest (Signed) ELBERT SNEDEKER,
Secretary.

The original bill submitted to the Board proposes to enact into law and make permanent the aforesaid agreement to charge but five cents fare. The amendment urged by the road to be permitted to charge more than five cents during certain hours of the day is presented under that clause of the agreement by which the fare is fixed at five cents "until the same shall be changed, modified or regulated by the Legislature of the State of New York." The object of the agreement was that it should be tentative merely, and should fix the fare to be charged until the Legislature should act upon the subject. The Board has caused a thorough examination to be made of the financial condition, cost of construction and income of the road. From this it appears that the net income of the road is less at present than it ought to be permitted to earn, and hence there is apparently some justice in the legislation desired by the road.

The main difficulty about permitting any increase of fare based upon these facts is, that the entire completed line has only been in operation since December 4, 1885 ; that it is, therefore, too soon to judge fairly as to what the financial results under the present rate of fare will be. This objection applies with equal force to the bill fixing the rate at five cents. Those urging the bill do not insist that the road is now earning what it ought justly to have, but they claim there is to be such a rapid increase and growth of travel as warrants the Legislature in passing the bill fixing the rate prescribed by the agreement. It is problematical whether the increase of travel by this line in the future, will or will not be sufficient to make a fair return to the investors in the enterprise. Until sufficient time has elapsed to determine what the fully completed road can earn at the five cent rate, no action ought to be taken by the Legislature. The spirit of the agreement is that until such time shall arrive the road will continue to run at the five cent rate. The suggestion that the agreement is not binding in law is answered by the fact that the road has thus far honestly lived up to it, and that, therefore, it ought not to be apprehended that it will not continue to do so in good faith until the Legislature shall act.

(Signed)

JOHN D. KERNAN,

JOHN O'DONNELL,

Commissioners.

Attest :

(Signed)

WILLIAM C. HUDSON,

Secretary.

MINORITY REPORT.

I feel obliged to dissent from the conclusions reached by my colleagues, for the following reasons :

As justly stated in the majority report, the obvious intent of the agreement with the Governor last year was to insure the trial of five cent fares until it could be determined whether such fares would yield a fair return upon the capital actually expended.

Previous to that agreement the statutes under which the corporation was created allowed it to charge from five to fourteen cents, depending upon the distance the passenger was carried. In the district within which the greatest complement of passengers ride, the charge allowed by law would have been seven, eight and nine cents.

Section 33 of the General Railroad Act, as amended and re-enacted in 1883, provides as follows :

"Section 33 — The Legislature may, when any such railroad shall be opened for use, from time to time alter or reduce the rate of freight, fare or other profits upon such roads ; but the same shall not, without the consent of the corporation, be so reduced as to produce with said profits less than ten per centum per annum on the capital actually expended ; nor unless on an examination of the amounts received to be made by the Board of Railroad Commissioners, they shall ascertain the net income derived by the company from all sources for the year then last past shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended."

In accordance with this statute the Board has made the examination of the affairs of the road since it started running and finds the income to have been as follows :

Portions of the road as finished were operated by the trustees under their agreement, marked C., as follows :

From York and Washington street to Gates avenue since May 4, 1885.

From York and Washington streets to Manhattan Beach Junction since June 14, 1885.

From York and Washington streets to Alabama avenue since September 5, 1885.

From Fulton Ferry to Alabama avenue since March 11, 1885.

From Fulton Ferry to Van Sicklin avenue, East New York, since December 4, 1885.

Such operation shows the following results May 14, to December 31, 1885:

	Passengers carried.	Gross earn- ings.	Operating expenses.	Net earnings.	Cost of oper- ating : per cent of earnings.
1885.					
May (14 to 31)	373,409	\$18,670 45	\$16,431 15	\$2,239 30	88.00
June.....	629,190	31,459 50	27,510 43	3,949 07	87.44
July.....	907,115	30,355 75	28,090 23	2,265 52	92.53
August.....	588,320	29,509 00	25,500 56	4,008 44	86.41
September.....	690,442	34,959 60	24,230 10	8,679 50	75.17
October.....	768,474	38,696 53	26,628 99	9,067 54	76.58
November.....	790,407	39,921 85	32,507 59	7,414 26	81.42
December.....	863,919	43,937 43	36,504 93	7,432 50	83.04
Total.....	5,310,186	\$267,530 11	\$222,453 96	\$45,076 15	83.15

The average cost of carrying each passenger during time as shown was 4.18 cents, and the fare received from each passenger 5 cents.

It will be observed, therefore, that the net earnings were not sufficient to pay the interest on the funded debt then outstanding.

Operation of road for 1886.

	Passengers carried.	Gross earn- ings.	Operating expenses.	Net earnings.	Cost of oper- ating; per cent of earnings.
1886.					
January.....	738,764	\$40,133 02	\$33,358 18	\$6,774 84	83.12
February.....	750,075	38,537 08	30,634 08	7,903 00.	79.49
Total.....	1,543,839	\$78,670 10	\$63,992 26	\$14,678 84	

Average cost of carrying each passenger for January and February 1886, 4.14 cents.

Net earnings from operation January and February, 1886, \$14,677 84

Taxes on structure, etc., estimated at \$60,000 per annum

(the city has assessed the tax on structure), for January

and February..... 10,000 00

Leaving with which to pay interest on funded debt.. \$4,677 84

It will thus be seen that for the two months of January and February, 1886, the net earnings, exclusive of taxes, were but \$14,677.84.

The taxes assessed are \$60,000 for the year or \$10,000 for the two months; which \$10,000 subtracted from the \$14,677.84, leaves but \$4,677.84, for two months, or, at the rate of \$28,067 net earnings for a year's business — a sum materially less than one per cent on the actual cash cost of the road. The accountant finds such cost to be \$3,230,078.73.

It is perfectly true that the stock is substantially all water, there being \$5,000,000 of it, and that the bonds are very much watered, there being \$4,750,000 of firsts and seconds, and that at the present market price of the stock and bonds a very large profit appears to the credit of the promoters of the enterprise; but it is also highly probable that if the holders should now sell they could not realize anywhere near the present market price. It is also true that the State should not permit the holders to earn interest or dividends on this water. But it seems to me that equity and good faith does require that the road should be permitted to earn what section 33 of the General Railroad Act has pledged, i. e., ten per cent on the capital actually expended before the rates are reduced.

If five cent fare is insisted upon, either by legislative enactment or by maintaining the present status, it appears that it will earn less than one-tenth of that amount. While it is probable that an increase in the travel will take place within the next few months, it is highly improbable that a sufficient increase will occur to bring the net earnings anywhere near to ten per cent on the capital actually expended. As a matter of fact, the travel in February was 43,000 less than in January,

4,000 less than in November, and 1,000 less than in October. I would therefore suggest that for at least two years, until January 1, 1888, the road be allowed to charge ten cents except during commission hours: that during those hours, that is from half past five until half past eight in the morning, and from half past four until half past seven in the afternoon, it be allowed to charge but five cents. This would insure cheap fare to the laboring population during those hours of the day when they need to use the road. It would also enable the road probably to earn a fair percentage upon the cash cost of construction, and not more.

I am well aware that any expression of opinion opposing universal cheap fares is greeted with popular disapproval, but I feel that my duty is to present to the Legislature the merits of the case as I find them, regardless of consequences.

(Signed)

WILLIAM E. ROGERS,
Commissioner.

Attest: WILLIAM C. HUDSON,
Secretary.

VIII.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO AMEND CHAPTER 140 OF THE LAWS OF 1850, ENTITLED: 'AN ACT TO AUTHORIZE THE FORMATION OF RAILROAD CORPORATIONS AND TO REGULATE THE SAME;'" REFERRED TO IT BY THE RAILROAD COMMITTEE OF THE ASSEMBLY FOR OPINION ON MARCH 31ST.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, April 6, 1886. }

To the Honorable the Committee on Railroads of the Assembly:

The accompanying bill entitled "An act to amend chapter 140 of the Laws of 1850, entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" having been referred by your resolution of March 31st to the Board of Railroad Commissioners with a request for "a report on the same by April 6th," the Board reports as follows:

The proposed amendment consists in adding the following words to the end of section 23, "But it shall not be necessary to obtain the consent of such tax payers in order to authorize an extension to a new terminus where such terminus, after the change, will remain in the same village or city as theretofore."

A perusal of the section with the amendment shows that the effect is simply to relieve a corporation which has received town assistance, from the necessity of getting the consent of the tax payers to an extension to a new terminus when such terminus, after the change, will remain in the same village or city as theretofore.

The Board sees no objection to the amendment, but on the contrary deems that it is sound public policy to permit a railroad to improve its terminal facilities within the village or city where such terminus exists, and does not see how the interests of any town bondholder can in any wise be injuriously affected thereby.

The amendment is made at the suggestion of the Ulster and Delaware railroad for the purpose of permitting it to extend its line about one mile within the limits of the city of Kingston.

(Signed)

JOHN D. KERNAN,
WILLIAM E. ROGERS.

IX.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO AMEND CHAPTER 606 OF THE LAWS OF 1875, ENTITLED 'AN ACT FURTHER TO PROVIDE FOR THE CONSTRUCTION AND OPERATION OF A STEAM RAILWAY OR RAILWAYS IN THE COUNTIES OF THE STATE,'" REFERRED TO IT BY THE RAILROAD COMMITTEE OF THE ASSEMBLY MARCH 31ST, FOR AN OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, April 13, 1886. }

MAJORITY REPORT.

To the Honorable the Committee on Railroads of the Assembly :

The accompanying bill entitled "An act to amend chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in the counties of the State,'" having been referred by your resolution of March 31st to this Board with a request for a report on the same by April 6th, the Board reports as follows :

The object of the first section is correctly stated in a brief of Henry L. Ogden, Esq., in behalf of the Suburban Rapid Transit Company, and of Joseph S. Woods, Esq., attorney for the East Side and Mount Vernon Railway Company, as follows :

"The first section of the amendment is simply to supply necessary provisions as to which the act is defective in regard to service of notices in the proceedings to acquire title, so as to conform to the provisions of the General Railroad Act in that respect, and that by providing that proceedings for an appraisal actually commenced shall not be affected by subsequent changes in the title to the land, as is also provided by the General Railroad Act.

"To accomplish these objects it is proposed to amend section 18 of the original act (chapter 606 of the Laws of 1875) by adding to it sub-divisions one to seven inclusive, which are identical with sub-divisions one to seven at the end of section 14 of the General Railroad Act (chapter 140 of the Laws of 1850), except that the notice directed to be published is to be published in a newspaper published in the city of Albany instead of in the State paper, which no longer exists, and by adding after sub-division seven of section 1 of the proposed amendment the provis-

ions of sections 5 and 6 of chapter 282 of the Laws of 1854, amending the General Railroad Act by providing that proceedings for an appraisal actually commenced shall not be affected by subsequent changes in the title, which amendment was passed to meet the same difficulty under the General Railroad Act which we now find in the rapid transit act, where new interests intervene after proceedings have been commenced to acquire title."

The Board deems that the amendments proposed in the first section are proper and can see no objection to their passage.

The second section of the act proposes to further amend the rapid transit act by adding thereto provisions by which the Board of Railroad Commissioners shall determine and permit changes in routes located but not constructed.

The necessity for the amendment of the rapid transit laws so as to permit changes in the route as originally determined is quite apparent. In the interval which frequently elapses between the laying out of a route by rapid transit commissioners and its construction, the original conditions upon the route are sometimes so changed by improvements and obstacles, such as buildings, new streets, parks, etc., as to make it very desirable that there should exist somewhere the power to permit changes in the original line to be made. As to all railroads constructed under the General Railroad Act this power is, by section 20, vested in the board of directors. It needs no argument to prove that under any general act applicable to railroads, some flexible provision for this purpose should exist.

The Board (Commissioner Rogers dissenting) is, however, clearly of the opinion that the commissioners appointed by the mayor, by whom the original route was laid out, should determine any changes to be allowed. The theory of the rapid transit act being that local commissioners shall discharge all such duties as relate to the route, plans of construction, etc., the Board does not deem it wise to recommend the substitution of the Board of Railroad Commissioners for such local board.

In accordance with these views the Board herewith transmits an amendment to chapter 485 of the Laws of 1881, which, in its judgment, will properly accomplish the remedy desired and needed.

JOHN D. KERNAN
JOHN O'DONNELL

Attest: WILLIAM C. HUDSON,
Secretary.

AN ACT to amend and supplementary to an act entitled "An act to amend and supplementary to chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in the counties of the State, as amended by chapter 417 of the Laws of 1880.'"

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Section 2 of chapter 485 of the Laws of 1881, entitled "An act to amend and supplementary to chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in the counties of the State, as amended by chapter 417 of the Laws of 1880,'" is hereby amended so as to read as follows:

§ 2. Wherever any street, or part of a street, by this act exempted from the provisions of the act hereby amended, has, by commissioners appointed by the mayor

as in said amended acts provided, been designated or determined upon, as a portion of the route of a steam railway, and a corporation has been formed under said acts to construct a railway over or on such exempted streets, the said commissioners shall have the power to fix, determine and locate a route for the railway of such corporation over, under, through or across the streets avenues, places or lands not exempted, in the city where such exempted street is located, as may by such commissioners be deemed to be necessary or proper on account of such street having been exempted as aforesaid, but in the same general direction as such exempted street. *Whenever there is need of any change or alteration in the route or location of any part or parts of the line or lines of railway as determined in the articles of association of a corporation formed under the acts by this act amended, and not at the time constructed, the said commissioners shall have the power to fix and determine such change or alteration.* Nothing in this act contained shall affect any rights or proceedings of such corporation in or to the remaining portion of its route, and all such proceedings may be continued, and such commissioners may strike from the route of such corporation all portions thereof which they deem have been rendered inappropriate or inapplicable by this act. The term street in this section shall be deemed to include avenue or place. *For the purposes aforesaid the terms of office of said commissioners shall continue until the construction of said road is completed, and vacancies therein shall be filled by the same power which appointed.*

§ 2. This act shall take effect immediately.

MINORITY REPORT.

To the Honorable the Committee on Railroads of the Assembly :

A bill entitled "An act to amend chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in the counties of the State,'" having been referred by your resolution of March 31 to the Board of Railroad Commissioners with a request for a report on the same, the Board has unanimously reported its approval to the first section, being that providing for specific notices in the condemnation of real estate.

A majority of the Board, however, have recommended a substitute for the second section of the bill from which I feel obliged to dissent.

It seems to me that the principle of Mr. Lawlor's bill is correct. I have therefore adopted it, but somewhat modified it in order to throw greater safe-guards about its operation if enacted into law. The following brief explanation is made :

The second section of Mr. Lawlor's bill proposes to add two new sections to the rapid transit act to supply the defects which exist therein, in that no provision is made in that act whereby, *under any circumstances*, the route of a railroad organized under it can be changed or extended.

Your committee will remember having referred to this Board a bill entitled "An act to permit elevated railroads in the city of New York to connect with other steam railroads, depots and steam ferries," which was intended to meet the above-mentioned defects. This Board, however, deemed that the powers and privileges granted to the elevated railroads by the proposed bill were altogether too broad, and so reported to your committee.

The present bill proposes to give to the Board of Railroad Commissioners the power and discretion to permit changes or alterations of route when deemed expedient by such Board.

In one of the proposed bills (that in writing), I am of the opinion that the power proposed to be lodged with the Board of Railroad Commissioners is too broad and unrestricted; in the other, however, the proviso seems to defeat the object of the bill and leave no discretion with the Board of Railroad Commissioners whatever.

I would, therefore, suggest the following amendments to Mr. Lawlor's bill which will explain themselves:

§ 52. In case any corporation organized under the act hereby amended shall at any time desire to change or extend the route or location of any part or parts of the line or lines of railway as determined in the articles of association of said corporation, and not at the time constructed, it shall be the duty of the Board of Railroad Commissioners, upon the request of said corporation, to determine whether such changes of extensions are desirable; and the said Board is hereby authorized to permit the same, should it deem it best to do so, and to grant a certificate accordingly, after having conformed to the provisions hereinafter contained, subject to the provisions of section 4 of chapter 606 of the Laws of 1875, as amended by chapter 485 of the Laws of 1881, with regard to the consent of the local authorities and of abutting property owners, and provided further that nothing in this act shall be construed to permit the construction of a railroad of any description upon, across, over or under any street or avenue now specifically exempted by law.

§ 53. It shall be the duty of the corporation at the time of making application to change or extend its route, to file with the Board of Railroad Commissioners a map and description of the proposed changes or extensions, including a description of the structure and kind of traction. Said Board shall thereupon set a time for a public hearing at some convenient place on or near the route of said railroad, notice of which shall be given to the corporation, and shall also be published daily for at least two weeks in some newspaper designated by the Board of Railroad Commissioners, published within the city or county where such change of route or extension is proposed. It shall also be the duty of said Board to personally pass over and inspect such route. In case of refusal to grant a certificate to permit such change or extension of route, the Board of Railroad Commissioners, upon the request of said corporation, shall certify a copy of all maps and papers on file in its office pertaining to such application, and of the findings of the Board thereon, to a general term of the Supreme Court of the department within which said change of route or extension is proposed, and said general term shall have power in its discretion to order said Board, for reasons stated, to issue said certificate, and it shall be issued accordingly. And said corporation shall have the same right and power to acquire title to any lands or interests in lands required for the purposes of the company in such altered or changed routes as if the road had been located there in the first instance. After such changes or alterations shall have been made said corporation shall not be required or permitted to construct, maintain or operate said railway or railways, except upon the line or lines as thus changed or altered. The said certificate shall be delivered in duplicate and shall be filed in the same public offices as the articles of association of said corporation; and upon the filing of said certificates, as herein provided, the line or lines of said railway shall be changed or altered accordingly.

§ 54. This act shall take effect immediately.

WILLIAM E. ROGERS,
Railroad Commissioner.

Attest: WILLIAM C. HUDSON,
Secretary.

X.

**REPORT OF THE BOARD OF RAILROAD COMMISSIONERS IN RESPONSE
TO THE SENATE RESOLUTION RELATING TO THE AMOUNT OF DIVI-
DENDS PAID BY THE ALBANY RAILWAY OF DATE OF APRIL 13, 1886.**

STATE OF NEW YORK
IN SENATE,
ALBANY, April 13, 1886. }

Resolved, That the Railroad Commissioners be requested to inform the Senate as to whether the amount of dividends paid by the Albany railway is to be computed on the amount of the original capital stock of the company when organized, or whether it is to be computed on the amount of stock as at present capitalized

By order,
JOHN W. VROOMAN,
Clerk.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, April 22, 1886. }

To the Honorable the Senate of the State of New York:

The following resolution was transmitted to this Board on April 14:

Resolved, That the Railroad Commissioners be requested to inform the Senate as to whether the amount of dividends paid by the Albany railway is to be computed on the amount of the original capital stock of the company when organized, or whether it is to be computed on the amount of stock as at present capitalized.

(Signed) By order,
JOHN W. VROOMAN,
Clerk.

In answer thereto, the Board reports that it has made an examination of the financial condition of the company with the following results in brief:

In July of last year a thorough examination of the affairs of the company was made in connection with an application for an increase of capital stock upon the part of the company.

At that time (to June 1st) the financial position was as follows:

Capital stock outstanding	\$200,000 00
Funded debt outstanding	111,400 00
	<hr/>
	\$311,400 00
Total cost of road and equipment.....	266,410 78
	<hr/>
Leaving amount then outstanding for which no cash had been received or earnings expended in lieu thereof.....	\$44,989 22
	<hr/>

There was then a difference of \$44,989.22 between the par value of the stock and bonds and the cost of the road and equipment as found by the Accountant of the Board.

This sum represented what is popularly termed "water."

It appears that the company issued stock in 1869 and 1873 to the amount of \$74,020, for which it received no cash equivalent. It subsequently used its earnings to the extent of \$29,590.03, for construction and equipment, thus "sopping up" the water to that extent,

leaving but \$44,430.47 of capital stock, for which no cash equivalent was paid. The net discount on the bonds sold amounted to \$558.75, which, added to the \$44,430.47, made \$44,989.22, as above stated.

Since that examination it appears that the company has further expended in betterments and improvements to March 31st, and chargeable to construction, the sum of \$44,048.27, which sum would substantially "sop up" all the water if *paid from earnings*.

To meet this expenditure and such further expenditures as may be necessary, the company has temporarily borrowed \$40,000, and is also using its earnings over and above the dividends paid.

1. In answer to the first question the Board would say that the road should not be restricted to dividends upon the original amount of capital stock, because greater sums have been expended since on the road.

2. For the second question the Board answers that the corporation is entitled to dividends to the extent that it has expended cash in construction.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XI.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO AMEND CHAPTER 606 OF THE LAWS OF 1875, ENTITLED 'AN ACT FURTHER TO PROVIDE FOR THE CONSTRUCTION AND OPERATION OF A STREAM RAILWAY OR RAILWAYS IN THE COUNTIES OF THE STATE,'" REFERRED TO IT A SECOND TIME WITH PROPOSED AMENDMENTS BY THE RAILROAD COMMITTEE OF THE ASSEMBLY MARCH 14, 1886, FOR OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, April 27, 1886. }

To the Honorable the Railroad Committee of the Assembly :

On April 15, 1886, the Board received the following communication from your honorable body :

"ALBANY, April 14, 1886.

To the Honorable Railroad Commissioners of the State of New York :

GENTLEMEN — The Railroad Committee of the Assembly have favorably considered your suggestions by way of amendment to the enclosed bill introduced by Mr. Lawlor, entitled "An act to amend chapter 606 of the Laws of 1875." Since receiving your suggestions, other amendments have been presented and argued before the committee at great length, which have so favorably impressed the committee that it is inclined to recommend them to the Assembly as a matter of justice to interested parties, and as a matter of public policy so as to give additional flexibility and usefulness to the rapid transit act. These amendments are herewith enclosed, and in the opinion of the committee should in the main be approved. The committee desires the views of your honorable commission as to the substance and form of those amendments, so that, taken in connection with your previous suggestions, a harmonious bill may be framed for the approval of the committee.

(Signed)

By committee.
C. B. BALL,
Clerk.

After the receipt of said resolution, the Board gave a public hearing upon the subject of the proposed amendments to chapter 606 of the Laws of 1875, and chapter 485 of the Laws of 1881, known as the rapid transit acts, at the city hall in New York city, after such public notice as was practicable through the press.

Chas. P. Shaw, Esq., and Robert Sewell, Esq., counsel for the New York Cable Railway Company, appeared in favor of the amendments. Ex-Senator John F. Boyd, John J. Kehoe, Esq., and Lawson N. Fuller, Esq., urged the need in New York of greater transportation facilities, accompanied by a transfer system, enabling people to pass to and from their homes and work for a single fare.

Francis M. Scott, Esq., representing the mayor of New York, Edward Lauterbach, Esq., of counsel for the Third Avenue Railroad Company, W. C. Trull, Esq., of counsel for other horse railroads, J. B. Ecclesine, Esq., representing property owners, and the Hon. Norman A. Lawlor, on behalf of the original bill as introduced by him into the Assembly, opposed each and all of the proposed amendments.

The proposed amendments are numerous and far reaching, and are designed to correct alleged defects in the rapid transit acts, so as to carry out its alleged intent and spirit, and to permit the New York Cable Railway Company to construct its lines notwithstanding various objections thereto which have, to some extent, been sustained in the courts. It is insisted that the public interests of New York city, and the convenience of its citizens, require these amendments to be passed. Much objection is made thereto by citizens, property owners and those representing the local authorities.

The time of the Board has been so constantly occupied, its investigation has been necessarily so brief, the subject is so important and the present session of the Legislature is so nearly closed, that it is impossible for this Board or the Legislature to give to these proposed amendments such hearings, public discussions and examination as the magnitude and importance of the subject demands, and hence the Board returns the amendments proposed without its approval. With one aspect of the case presented to it the Board is familiar, and can, therefore, express an opinion.

In the street railroad act of 1884, prepared and recommended to the Legislature by this Board, the Legislature added the following provision without referring it back to this Board:

"§ 16. No street surface railroad shall be constructed to run in whole or in part upon the surface of any street or highway under the authority of any commission appointed under the provisions of chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in counties of the State,' or the acts in addition thereto or amendatory thereof."

When the street railroad act of 1884 was passed with this provision in it, rapid transit commissioners, under the act of 1875 and its amendments, had completed their proceedings to lay out routes, and had formed the New York Cable Railway Company as a corporation to construct its road thereon. The corporation had paid to the commissioners the sum, or the greater part of the sum, of \$57,413.78, as stated by the general term in its opinion hereinafter mentioned, and

had thus secured the right under the law to proceed and acquire the consent of the property owners and of the local authorities; provided, of course, that the preliminary proceedings were regular, and that the court confirmed the right of the company to build such a road as it proposed under the rapid transit acts. At this point, section 16 of the general street railroad act stepped in, and as held by the general term of the first department of the Supreme Court, constitutionally wiped out all the rights of the New York Cable Railway Company to proceed farther. Such a construction of section 16 having been announced by the courts, it would seem as though that section was contrary to the general rule that the Legislature, in passing a statute, shall respect and preserve such rights as have theretofore been acquired under existing laws. For this reason the Board believes that section 16 ought to have been confined to corporations organized after the passage of the general street railroad act, leaving to corporations organized prior thereto under existing laws, such rights as they had acquired.

Those who remember the memorable contest before the Legislature in 1884 over the general street railroad act, between the horse railroads and the advocates of cable roads, know that section 16 was especially championed by the horse railroad interests, whose object was to prevent cable competition with their own lines, under the rapid transit act, and to secure to themselves for horse railroad purposes all new routes and extensions in New York city, under the provisions of the general street railroad act.

Section 16 should, therefore, be amended so as to read:

"No street surface railroad shall be constructed to run in whole or in part upon the surface of any street or highway *by any corporation organized after the passage of this act*, under the authority of any commission appointed under the provisions of chapter 606 of the Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in counties of the State, or the acts in addition thereto or amendatory thereof.'"

The New York Cable Railway Company will then be left with just such rights as it had obtained or hereafter can acquire under the rapid transit acts.

In its application to the general term to obtain the consent of that court in lieu of the consent of property owners which had been refused, the court discussed the existence of defects in the proceedings of the "mayor's commissioners," and in the articles incorporating the company; also, whether cable surface roads were or were not within the purview of the rapid transit acts. As to all of these matters the cable company took its chances, and there is no injustice in leaving it precisely where the decisions of the courts shall place it. The arguments before this Board have assumed that any action favorable to the cable road would be an approval of all of the routes laid out by the rapid transit commissioners. What is proposed by the Board in amending section 16 has nothing to do with that question. The general term unanimously held that the court had power to review the proceedings of the rapid transit commissioners, and while approving proper and necessary routes, to reject any of them that should appear to be unnecessary, or to do wrong or injustice to property owners or to the public using the streets of New York.

Under the amendment suggested by the Board to section 16 of the general street railroad act, justice will be done to the cable railroad company without thereby imperiling the rights of either the local authorities, of the property owners or of the public.

JOHN D. KERNAN,
JOHN O'DONNELL,

Commissioners.

Attest: WILLIAM C. HUDSON,
Secretary.

By Commissioner ROGERS — I concur with my associates in returning the amendments proposed without the Board's approval, but not entirely for the reason that the majority of the Board gives.

It appears to me that such examination as the Board has given clearly shows the inexpediency of recommending most of the amendments in their present shape, even if the legislative session were not so far advanced.

While concurring in the justice of the general principles enunciated by my associates in their discussion of the propriety to amend section 16 of the general street railroad act, for reasons stated hereafter, I deem such an amendment inexpedient and useless at present.

The amendments are radical and far reaching in their effects. I briefly subjoin my reasons for disapproving of them:

1st. Section 4 of the rapid transit act as amended by chapter 485 of the Laws of 1881, provides that routes can be laid out "over, under, through or across the streets, avenues, places or lands in such county except Broadway and Fifth avenue below Fifty-ninth street, Fourth avenue and Forty-second street in the city of New York."

This wording exempts Fourth avenue and Forty-second street. Mr. Shaw wishes the word *above* substituted for the word *and*. The effect of this would be to exempt Fourth avenue only above Forty-second street, and not exempt Forty-second street at all.

Mr. Shaw shows that the word *above* occurs in the original act, also in the amendment passed May 26, 1880 (being chapter 417 of that year), and claims that the word *and* was inserted by fraud or mistake in the engrossing room at the time the amendment of 1881 was passed, being chapter 415 of that year; that in the consolidation act of 1883 the word *above* was restored, and that such is the law to-day. He desires it to be so retained by substituting the word "*above*" if this bill should be passed.

In view of the fact that Fourth avenue above Forty-second street consists exclusively of property used by the New York Central railroad and of the tunnel, it is not likely that the Legislature meant to have specifically exempted it from the operation of the rapid transit act, for no one would have dreamed of building such a road there.

It looks to me, therefore, as if the word *above* was more likely to have been put in by accident or fraud than the word *and*. I do not, therefore, recommend the substitution of the word "*above*" for the word "*and*."

2d. The second amendment is (words added in italics), "but nothing herein contained shall prevent the construction of a *surface traction or an elevated railway across such excepted streets*," etc.

The object is to permit a cable surface road, if built under the rapid transit act, to cross the excepted streets in Brooklyn. The language, however, is objectionable as a surface traction road might be a road with any kind of motive power at the surface, steam locomotive or other. The amendment, therefore, should not be made.

3d. The law at present provides that in cases where part of the route of a "*steam railway*" as laid down by the mayor's commissioners is on streets which are exempted by law, the same commissioners may determine other routes in lieu thereof.

Instead of the words "*steam railway*" the amendments propose the words "*elevated, surface or underground railway, or any other description of railway authorized by sub-division 4, of section 26, of said chapter 606 of the Laws of 1875.*"

The amendment is intended to bring "*surface railways*" and, therefore, cable railways within the provisions of the act.

This is the entering wedge of the main object of the amendments, viz.: To give an affirmative legislative construction to the claim that cable surface railways can be built under the rapid transit act. This claim is vigorously opposed, and as will be hereinafter shown, has been decided in the negative by the Supreme Court in general term.

It has also been specifically forbidden by section 16 of the general street railroad act. I do not think the amendment should be passed.

4th. The fourth amendment provides that when it is *impracticable* to lay out such new routes in the same general direction as the old without crossing exempted streets, such streets may be crossed, thus virtually repealing all legislation exempting streets from being crossed. The amendment applies to surface as well as other roads.

If this amendment only applied to *elevated* roads it would be radical, and I hardly know where it would strike. Under all the circumstances I deem it dangerous and inexpedient to pass it.

5th. The scope of the fifth provision is to authorize the change or extension of the routes of any "*corporation heretofore formed under the act * * * before the same shall be constructed.*"

It adds a number of new provisions; for instance, that the time within which the corporation must build the road shall be deemed to commence to run "after the consents of the local authorities and abutting owners shall have been given, but due diligence must be used in obtaining such consents."

This would be a most dangerous provision, as it would give the corporation a right to the routes for all time, whether the road was built or not, to the exclusion of any other corporation, provided, only, that the first corporation kept trying to get the consents.

It also specifically provides for the building of surface roads if not run by animal power.

It permits the invasion of the public parks in that it provides that such railroads may "enter into and pass through or along any sunken or *other roadway* that may be constructed therein or thereon for the general traffic use of the public that may require such use as a common highway."

This is a very dangerous and objectionable provision.

This fifth amendment is among a variety of other things intended to meet the same requirements as the Lawlor bill. I deem, however, that it is altogether too broad.

The substitute for the Lawlor bill proposed by the majority of the Board, or the amendments thereto proposed by the minority, would far better meet the necessities of the case.

6th. The alleged intention of the sixth amendment is to permit the mayor's commissioners to change or modify the plan and character of the structure at the same time they change the route.

There is no need of amendment as the commissioners have the power already, restricted only by the provisions that such new structure shall be of the *same general character as before*.

The proposed amendment removes this restriction. I deem the restriction to be a wise one and should be maintained.

7th. The seventh provision beginning, "and any acts or parts of acts annulling the proceedings of the commissioners," etc., is intended to repeal section 16 of the general street railroad act (chapter 252 Laws of 1884); that section is as follows:

Section 16. No street surface railroads shall be constructed to run in whole or in part upon the surface of any street and highway under the authority of any commission appointed under the provisions of chapter 606 of the Laws of 1875, entitled "An act further to provide for the construction and operation of a steam railway or railways in counties of the State, or the acts in addition thereto or amendatory thereof."

At the time the rapid transit act was passed it was not generally supposed that a railroad could be built under its provisions upon the *surface* of the streets, inasmuch as the commissioners were authorized under the act to locate the routes "over, under, through or across the streets, avenues, places or lands in such county," with certain excepted streets and parks.

A different view, however, was taken by Charles P. Shaw, Esq., and certain other eminent counsel.

A petition was signed and mayor's commissioners were appointed who laid out twenty-nine routes, covering ninety miles of streets of the city of New York, to be used for a cable railroad.

The community were thunderstruck, and great opposition was aroused not only from property-holders but from the horse railroad companies.

As a result of this opposition section 16 was inserted in the general street railroad act.

Six or seven days, however, before the passage of that act the articles of association of the cable railroad had been filed with the Secretary of State.

The latter company have since claimed that a great wrong was done them by this section 16, inasmuch as they had spent some sixty thousand dollars in expenses and had secured valuable rights.

They went on, however, to obtain the consents of the abutting property owners and local authorities as provided in the act.

Being unable to obtain the consents of the property owners, they petitioned the Supreme Court in general term for a commission, whose consent should be taken in lieu of that of the abutting property holders, when confirmed by the court.

The consent of the commission to all of the routes but two was obtained, but the motion for the court to confirm the consent of the commissioners was denied. An elaborate opinion was rendered by the court, a copy of which is transmitted herewith and made part of this report.

Judge Daniels argues at length that the cable company never had a right under the rapid transit act to construct a cable *surface* road.

Judge Brady concurs in the opinion solely on the ground of the effect of section 16 of the general street railroad act, but Judge Davis dissents.

It thus having been decided that no right ever *existed* under the rapid transit act to build a surface cable road, there would seem to be no reason for repealing section 16 of the general street railroad act; certainly not until that decision shall be reversed by the Court of Appeals. If confirmed there would still be less reason for repealing it. The most the cable roads can claim, in case of a reversal of the decision of the Supreme Court by the Court of Appeals, is the right to *ask permission* of the property holders and local authorities to build its road.

It is pertinent to say that a cable road can be built under the general street railroad act, and it was the intention of the Legislature that cable roads should be so built.

8th. The eighth provision is with regard to acquiring title to real estate on the lateral or extended routes.

It would be proper if the other features of the bill were passed.

9th. The ninth provision prohibits the company building on the old route.

10th. The tenth provision, being section 4 of the proposed amendment, would permit a corporation to build only so much of its route as it saw fit and leave the rest unbuilt, and would relieve it from all forfeiture or penalty.

There was this provision passed by chapter 393 of the Laws of 1882, but that act did not apply to the counties of New York and Westchester. The amendment is radical, and I do not deem that it should pass.

11th. The eleventh provision exempts Kings county from the amendments to the rapid transit act of 1885 (being chapter 393). For a similar reason I do not deem it wise to adopt it.

CONCLUSION.

For the above reasons I concur in the report that the accompanying proposed amendment to chapter 485 of the Laws of 1881 should not be adopted by your committee.

WM. E. ROGERS,
Railroad Commissioner.

Attest: WILLIAM C. HUDSON,
Secretary.

XII.

**REPORT OF THE BOARD OF RAILROAD COMMISSIONERS IN RESPONSE
TO A SENATE RESOLUTION RELATING TO THE NET EARNINGS OF
THE THIRD AVENUE RAILROAD COMPANY FOR THE PAST TEN
YEARS, OF DATE OF APRIL 27, 1886.**

STATE OF NEW YORK :
IN SENATE,
ALBANY, April 27, 1886. }

Resolved, That the Board of Railroad Commissioners report to the Senate, as soon as practicable, the net earnings of the Third Avenue Railroad Company for the past ten years, based on the excess of the gross earnings over the expenditures defrayed in producing them, upon the capital actually expended in constructing and equipping said road, including all necessary real estate used by said company in the operation of the road.

By order,
JOHN W. VROOMAN,
Clerk.

STATE OF NEW YORK :
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, May 5, 1886. }

To the Honorable the Senate of the State of New York :

On April 27, 1886, the Board received from your honorable body a resolution of which the following is a copy :

STATE OF NEW YORK :
IN SENATE,
ALBANY, April 27, 1886. }

Resolved, That the Board of Railroad Commissioners report to the Senate, as soon as practicable, the net earnings of the Third Avenue Railroad Company for the past ten years, based on the excess of the gross earnings over the expenditures defrayed in producing them, upon the capital actually expended in constructing and equipping said road, including all necessary real estate used by said company in the operation of the road.

By order,
JOHN W. VROOMAN,
Clerk.

In reply thereto the Board herewith respectfully transmits a complete financial statement of the Third Avenue Railroad Company which it has had prepared from the books and reports of the company:

This company in the form of a partnership obtained from the city of New York a grant to build a road from Park Row to the Harlem river and under said grant they constructed the road from Park Row, through Chatham street, Bowery and Third avenue to Sixty-first street, and equipped and operated the same as well as a line of omnibuses.

In October, 1853, the present company was chartered with a capital of \$1,170,000, which was subscribed for at par and the amount paid to the grantees for the road constructed to Sixty-first street together with its equipment, stable, leaseholds, omnibus line, etc. As to the actual cash expended by the grantees no information can be given, as no books are in existence.

The present company continued construction, extending the road to Harlem river, and by purchase secured the road through One Hundred and Twenty-fifth street from the East river to the Hudson river, with necessary stables and other buildings. As shown by their books the amount expended appears as follows :

Rails, material and labor extending road to Harlem, etc	\$273,166 42
Real estate, including depot, Sixty-fifth and Sixty-sixth streets, Second and Third avenues.....	879,399 53
Real estate, including depot at Harlem.....	323,961 89
Real estate, including depot at Thirty-fourth street and Third avenue	320,801 19
One Hundred and Twenty-fifth street railroad purchased by issuing Third avenue railroad bonds for One Hundred and Twenty-fifth street stock	150,000 00
Three hundred and sixty cars (open and box).....	812,006 84
Two thousand one hundred and ninety-five horses.....	329,250 00
Harness, snow plows, sweepers, feed mill, etc.....	30,000 00
On account of cable road, including real estate, buildings, etc ...	916,130 40
Amount of original purchase as shown above.....	1,170,000 00

Total cost of road and equipment September 30, 1885..... \$4,704,715 77

CAPITAL STOCK.

Original issue	\$1,170,000 00
Increase in 1872 issued at par	502,400 00
Increase in 1872 issued to stockholders for earnings expended	327,600 00

Amount now outstanding..... \$2,000,000 00

BOND ACCOUNT.

Issued in 1863 to redeem sinking fund bonds.....	\$400,000 00
Issued in 1863 to stockholders for earnings expended	780,000 00
Issued in 1866 and 1867 for cash.....	320,000 00
Issued in 1870, 1871 and 1872 for cash	500,000 00
Issued in 1885 for cash	500,000 00

Amount now outstanding..... \$2,500,000 00

Interest at seven per cent per annum is paid on the bonds, and dividends were paid from 1856 to 1872 ranging from six to twelve per cent, and from 1872 to 1885 ranging from eight and one-half to twenty per cent, except one year when twenty-five per cent was paid. Averaging these dividends from the organization of the company to 1872—twenty years—would make ten and one-half per cent per annum, and from 1873 to 1885—thirteen years—would make 16.14 per cent per annum.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XIII.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT FURTHER TO AMEND CHAPTER 17 OF THE LAWS OF 1867, ENTITLED 'AN ACT TO AUTHORIZE THE TOWN OF JOHNSTOWN, IN THE COUNTY OF FULTON, TO ISSUE TOWN BONDS AND LOAN THE SAME TO THE FONDA, JOHNSTOWN AND GLOVERSVILLE RAILROAD COMPANY, AND TO REGULATE THE RATE OF CHARGES FOR CARRYING PASSENGERS UPON SAID ROAD,' AS AMENDED BY CHAPTER 412 OF THE LAWS OF 1873," REFERRED BY THE GOVERNOR TO IT JUNE 7, 1886, FOR OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 7, 1886.

To the Governor of the State of New York:

The Board returns with its approval the inclosed bill entitled "An act further to amend chapter 17 of the Laws of 1867, entitled 'An act to authorize the town of Johnstown in the county of Fulton to issue town bonds and loan the same to the Fonda, Johnstown and Gloversville Railroad Company, and to regulate the rate of charges for carrying passengers upon said road,'" as amended by chapter 412 of the Laws of 1873.

The bill reduces the rate of fare authorized to be charged upon the road from six cents to five cents a mile, and provides that ticket offices shall be kept open for the sale of tickets a reasonable time before the departure of passenger trains, and authorizes the company to demand and receive from any person not purchasing a ticket before entering the cars a sum not exceeding five cents in addition to the usual rate of fare.

The principal stations of the company, to-wit, Johnstown and Gloversville, are so near to each other as to make it extremely difficult for a single conductor to collect the fares upon a train, and the practice extensively prevails of not purchasing such tickets, thereby evading the payment of fares, and the bill is mainly for the purpose of encouraging the purchase of tickets so as to enable the company to receive from each passenger the legal fare and to make better time between stations.

The Board deems the bill to be a proper one for the approval of the executive.

By the Board.
WILLIAM C. HUDSON,
Secretary.

XIV.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO AMEND CHAPTER 140 OF THE LAWS OF 1850, ENTITLED 'AN ACT TO AUTHORIZE THE FORMATION OF RAILROAD CORPORATIONS AND TO REGULATE THE SAME,'" REFERRED TO IT BY THE GOVERNOR MAY 31, 1886, FOR OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 7, 1886.

To the Governor of the State of New York:

The Board returns with its approval "An act to amend chapter 140 of the Laws of 1850, entitled 'An act to authorize the formation of railroad corporations and to regulate the same.'"

The amendment to the section is simply the addition of a provision which exempts from the operation of the section land included in the State reservation at Niagara and the concourse lands on Coney Island.

It is obviously proper that no power should be vested in any State officer to permit railroads, upon any terms, to be constructed upon either of the lands described, at Niagara or on Coney Island; the design being that such lands shall be reserved for the exclusive use and enjoyment of the public.

By the Board.
WILLIAM C. HUDSON,
Secretary.

XV.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO RELIEVE CERTAIN RAILROAD COMPANIES FROM THE OBLIGATION OF OPERATING THEIR ROAD UNDER CERTAIN CONDITIONS DURING THE WINTER SEASON," REFERRED TO IT BY THE GOVERNOR MAY 31, 1886, FOR OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 7, 1886.

To the Governor of the State of New York:

The Board returns herewith the inclosed bill entitled "An act to relieve certain railroad companies from the obligation of operating their road under certain conditions during the winter season," with its approval.

This bill purposes to relieve certain railroad companies from the obligation of operating their roads during certain portions of the year.

It provides that any railroad hereafter constructed and used princi-

pally for transporting lumber or ores during the summer months or constructed and used principally for summer travel, may cease operations during the winter season not exceeding seven months in one year, upon consent being obtained from the Board of Railroad Commissioners.

The Board calls attention to what appears to be an ambiguity in the words "or constructed and used principally for summer travel," and suggests the propriety of the application of this section to all such roads heretofore as well as hereafter constructed. Should the bill not be thus construed as applicable to all roads of the character described in the bill, whether heretofore or hereafter constructed, it ought and undoubtedly will hereafter be so amended.

There are a number of such roads, to-wit, the Saratoga, Mt. McGregor and Lake George, the Kaaterskill, the Catskill Mountain, and several roads on Long Island.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XVI.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS UPON A BILL ENTITLED "AN ACT IN RELATION TO RAILROAD CORPORATIONS," REFERRED TO IT BY THE GOVERNOR JUNE 7, 1886, FOR OPINION.

STATE OF NEW YORK :
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 8, 1886. }

To the Governor of the State of New York :

The Board herewith returns the act entitled "An act in relation to railroad corporations."

This act is claimed to be applicable to a single corporation known as the Otis Elevating Railway Company, organized under chapter 696 of the Laws of 1866 as amended by chapter 422 of the Laws of 1884, for the purpose of constructing about two miles of railroad on the Catskill mountains.

There are no objections to the bill except those found in the general language of the first section. This section being applicable to any railroad corporation outside of cities and villages, would permit street surface railroad companies to use locomotive steam power on their roads outside of such cities and villages, thus enlarging their powers as defined by section 12 of chapter 252 of the Laws of 1884.

The powers granted to railroads under sub-division seven of section 28 of the General Railroad Act of 1850 would not apparently be enlarged by the provisions of section one; and hence so far as railroads organized under the general act are concerned, there would seem to be no objection to the proposed act.

How far the provisions of the proposed act, in permitting the use of one or more forces, energies or powers, might increase the powers of railroads organized under special charters, can only be ascertained by a most exhaustive examination of the statutes.

Some of the practical results of the first section of the bill would be as follows:

The horse railroad connecting West Troy and Albany could, outside of the limits of the two corporations, put upon their lines running along the highway, any kind of motor, including locomotive steam power, under the provisions of this act. And there are horse railroads running to Coney Island along highways where the same could also be done.

Numerous other examples might be cited where horse railroads run along highways connecting adjacent towns and cities where, by the terms of their charter, they can only use horse power; steam locomotive power could be substituted to the great inconvenience and danger of highway travelers.

It will thus be seen that the first section of the proposed act is not so limited by the other section of the act but that under its provisions grave and unexpected results might accrue in changing from horse power to locomotive steam power or to some experimental power.

The Board for the reasons above stated deems there are grave objections to the bill becoming a law.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XVII.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS UPON THE BILL ENTITLED "AN ACT TO PERMIT THE KANONA AND PRATTSBURGH RAILROAD COMPANY TO USE RAILS OF FORTY POUNDS WEIGHT TO THE LINEAL YARD IN THE CONSTRUCTION OF THEIR ROAD, AND TO ALLOW SUCH RAILROAD TO CHARGE FIVE CENTS PER MILE FOR EACH PASSENGER AND HIS ORDINARY BAGGAGE," REFERRED TO IT BY THE GOVERNOR MAY 31, 1886, FOR OPINION

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 8, 1886. }

To the Governor of the State of New York:

The Board herewith respectfully returns with its approval the act entitled "An act to permit the Kanona and Prattsburgh Railroad Company to use rails of forty pounds weight to the lineal yard in the construction of their road, and to allow such railroad to charge five cents per mile for each passenger and his ordinary baggage over said road," referred to this Board for its opinion thereon.

Prattsburgh is without any railroad communication whatever; is located about twelve miles north from the village of Bath in Steuben county. The road proposed to be constructed will connect Prattsburgh with either the Erie or the Delaware, Lackawanna and Western railroad. It will be a practically local road with limited business, and almost exclusively for the use and accommodation of the people of the village of Prattsburgh, a town of about 1,000 inhabitants.

It would therefore seem, in view of the limited traffic to be done, that it would be proper to permit the road to be constructed as proposed in the bill and to charge the rate of fare therein specified.

While there is always objection to special legislation of this character, yet, if exceptions ever are to be made, this case seems to be one in which the rule may be properly relaxed.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XVIII.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON SENATE BILL, PRINTED NUMBER 442, ENTITLED "AN ACT IN RELATION TO RAILROAD CORPORATIONS," REFERRED TO IT BY THE GOVERNOR JUNE 9, 1886, FOR OPINION.

STATE OF NEW YORK:

BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 9, 1886.

To the Governor of the State of New York:

The Board herewith respectfully returns the bill, printed number 442, entitled "An act in relation to railroad corporations."

The objections to this bill have practically been pointed out in a report made by this Board to the Governor of the State of New York on the 8th of June, 1886, upon an act entitled "An act in relation to railroad corporations."

The first section of the bill is as follows:

"SECTION 1. Any railroad corporation now or hereafter organized under the laws of this State may take and convey persons and property on its railroad by means of any one or more forces, engines or powers."

In using the word "engines" it is quite obvious that the intention was to use the word "energies."

This section being applicable to any railroad corporation outside of cities and villages and of New York and Brooklyn, would permit street surface railroad companies to use locomotive steam power on their roads outside of such cities and villages, thus enlarging their powers as defined by section 12 of chapter 252 of the Laws of 1884.

The powers granted to railroads under subdivision 7 of section 28 of the General Railroad Act of 1850 would not apparently be enlarged by the provisions of section 1, and hence, so far as railroads organized under the general act are concerned, there would seem to be no objection to the proposed act.

How far the provisions of the proposed act, in permitting the use of one or more forces, engines or powers, might increase the powers of railroads organized under special charters, can only be ascertained by a most exhaustive examination of the statutes.

Some of the practical results of the first section of the bill would be as follows:

The horse railroad connecting West Troy and Albany could, outside of the limits of the two corporations, put upon its lines running along the highway any kind of motor, including locomotive steam power, under the provisions of this act. There are horse railroads running to Coney Island along highways where the same could also be done.

Numerous other examples might be cited where horse railroads run along highways connecting adjacent towns and cities where, by the terms of their charter, they can use only horse power; steam power could be substituted to the great inconvenience and danger of highway travelers, under the provisions of this act.

It will thus be seen that the first section of the proposed act is not so limited by the other sections but that, under its provisions, grave and unexpected results might accrue in changing from horse power to locomotive steam power, or to some experimental power.

The right "to cease the use of its road during the winter months or such other portion of the year as it may determine," given to a railroad by section 2, without the consent of any authority representing the State, is also deemed to be unwise.

For the reasons above stated the Board is of the opinion that there are grave objections to the bill becoming a law.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XIX.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS ON THE BILL ENTITLED "AN ACT TO AMEND AND MAKE VOID AN AGREEMENT ENTERED INTO BETWEEN THE RAILROAD COMMISSIONERS AND THE BROOKLYN ELEVATED RAILROAD COMPANY, DATED JUNE 13, 1886," REFERRED TO IT BY THE GOVERNOR FOR OPINION MAY 28, 1886.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 11, 1886.

To the Governor of the State of New York:

The Board herewith respectfully returns the bill entitled "An act to annul and make void an agreement entered into between the Railroad Commissioners and the Brooklyn Elevated Railroad Company," dated June 13, 1885.

At a hearing given to the representatives of the Brooklyn Elevated Railroad Company on June 11, 1886, it was stated to the Board that the company had reached the conclusion that it did not desire that

the proposed act should become a law, and the Board was requested to so inform the Governor. The Board, therefore, returns the bill without comment.

By the Board.

WILLIAM C. HUDSON,
Secretary.

XX.

REPORT OF THE BOARD OF RAILROAD COMMISSIONERS UPON THE BILL ENTITLED "AN ACT TO SECURE ADEQUATE COMPENSATION FOR THE RIGHT TO CONSTRUCT, MAINTAIN, USE, OPERATE OR EXTEND STREET RAILROADS IN CITIES AND VILLAGES," REFERRED TO IT BY THE GOVERNOR JUNE 9, 1886, FOR OPINION.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, June 11, 1886. }

To the Governor of the State of New York:

The Board of Railroad Commissioners respectfully returns the bill entitled "An act to secure adequate compensation for the right to construct, maintain, use, operate or extend street railroads in cities and villages," with the following comments:

The bill is known as the "Modified Cantor bill," and was intended to correct the defects in the first Cantor act (Chap. 65, Laws of 1886).

1st. The first modification is the omission of the word "across" in the opening description of the kind of railroad to be built "over, upon, under or through any of the streets, roads," etc., of a village or city.

There appears to be no particular object in omitting the word "across" so far as street railroads are concerned, for if a railroad is built "through" one street it will necessarily cross some other, and, reciprocally, if built across one street must necessarily be through some other.

The omission of the word "across" might be of some benefit to steam railroads in relieving them from the necessity of purchasing and paying for the privilege of simply crossing streets in cities on the line of their route, but the most serious objection to the opening sentences of the act, an objection equally applicable to the original Cantor bill, is that the requirements of the act appear to apply to all railroads.

A question might be raised that no steam railroad could enter a city hereafter of more than 250,000 inhabitants without agreeing to give three per cent of its gross earnings for the first five years and thereafter five per cent for the privilege of using some street, however insignificant.

2nd. The second modification is in the addition of the words "agree to" in the sentence "who will agree to give the largest percentage per annum of the gross receipts," etc.

The modification is of little or no consequence.

3rd. The third modification is as follows:

The original bill reads, "who will give the largest percentage per annum of the gross receipts derived from the operation of said railroad or railway." After the words "gross receipts" the present bill substitutes the words "*of said company or corporation*" for the words "derived from the operation of said railroad or railway."

The objection to this change is that a "company or corporation" might lease its *railroad* to some other corporation for a nominal sum and thus relieve itself from paying any percentage on gross receipts from operation, but pay such percentage only on the nominal sum for which it is leased, thus defeating the prime object of the act.

It is a very serious objection to the bill that its language in this important respect is so ambiguous as to permit any such question to be raised.

4th. The fourth modification is the substitution of the words "*fulfillment of said agreement*" for "payment of such percentage." The extension of the scope of the bond is of course unobjectionable but is probably of little practical value.

5th. The fifth modification provides that the security given, which in the original bill is for the payment of the percentage of gross earnings only, shall also be "for the commencement and completion of such road according to the plan or plans and on the route or routes fixed for its construction within the time or times hereinafter designated and prescribed therefor."

6th. The sixth modification erases the words, "provided, that in cities having a population of 250,000 or more, such percentage shall in no case be less than three per centum per annum of such gross receipts for and during the period of the first five years of the operation of any portion of said railroad or railway and five per centum per annum of such gross receipts after the expiration of five years," and substitute therefor the words, "but this agreement shall not release any such road from the percentages required to be paid by chapter 252 of the Laws of 1884." It may be argued that the words substituted are intended to amend the original act so as to more clearly provide that the amount bid at auction for the franchise shall not relieve the purchasing company from also paying annually the percentages of the earnings required to be paid under section 8 of chapter 252 of the Laws of 1884.

To subject railroads to a double payment would probably check railroad construction and extension where needed.

7th. The seventh modification is an amendment as follows: "The local authorities of any city or village may give such consent to any applicant therefor duly incorporated and existing under the laws of this State for the purpose of providing street railroad facilities for compensation in said city or village; and the bidder to which such consent may be sold shall be an *incorporated railroad or railway company organized* to construct, maintain and operate a street railroad in the city or village for which such consent may be given."

The Board sees no good reason why the bidders should be restricted in the manner provided in the bill. It would result practically in restricting the bids to one or two bidders at the most, instead of giving the city the benefit of the widest competition and best price for its franchise.

8th. The eighth modification is an addition of the words, "except in cities where two daily papers are not published, then said notices shall be published at least once a week for at least three weeks successively in a newspaper published in said city, to be designated by the mayor." The effect of the amendment is simply that if there are not *two* newspapers in which to publish the notice it shall be published in one. It appears to be unimportant.

9th. The ninth modification is an amendment as follows:

"The comptroller, or other chief fiscal officer of the cities, and the president of the board of trustees in villages, shall attend and conduct the sale to be made under the provisions of this act, and may adjourn the same from time to time, not exceeding twice, for a period not exceeding four weeks in the aggregate, and may cancel the bid if the bidder shall not furnish satisfactory security, and sell the said consent and license in the same manner as above provided. The bidder or bidders to whom the said consent or license shall be sold, shall commence the construction of the said road within one year, and complete the same within three years from the date of sale. The said bidder who may build and operate said railroad shall at all times keep accurate books of account of the business and earnings of such railroad, which books shall at all times be subject to the inspection of the local authorities of the city or village; and in the event of the failure or refusal of the party or corporation operating or using the railroad to be constructed as aforesaid, to pay the rental or percentage of gross earnings agreed upon, then upon notice to the said party or corporation — of not less than sixty days — the said consent and right to operate such railroad may be declared forfeited, and the same may be resold to the highest bidder in the manner above provided. Such forfeiture may be decreed or ordered by the judgment of any court having jurisdiction, after the party or corporation shall have opportunity to be heard in their defense.

This amendment defines in detail what local authorities shall conduct the sale, and the method that shall be pursued.

The amendment is not essential, inasmuch as section three of the original act provides that the "security required by section one of this act shall be a bond or undertaking in writing or under seal, in such form, condition, amount and sureties as shall be required and approved by the mayor and common council of any such city and by the trustees of any such village."

The powers specifically conferred in the proposed act are impliedly given in the original act. The entire destruction of all flexibility on the part of the local authorities might prove very embarrassing, and the Board is of the opinion that the proposed amendment is not an improvement.

10th. The tenth modification is the addition of the words "*by such local authorities*" after the words "this act shall apply to all applications for consents." It appears to be of no consequence whatever.

11th. The eleventh modification strikes out the following words, "and also to applications upon which such local authorities have finally acted, but which have not at that time been made final by the consent of the owners of a sufficient proportion of the property situated upon the line of the proposed railroad or railway or by the approval of the general term of the Supreme Court," and adds in lieu thereof the following words:

"And all consents *hereafter given* by said local authorities shall cease and determine at the expiration of two years *thereafter*, and all such consents *heretofore given* shall cease and determine at the expiration of two years *from the date of the passage of this act*, unless prior to the expiration of such period or periods the consent of the owners of a sufficient proportion of the property situated on the line of the proposed railroad or railway or the approval of the general term

of the Supreme Court shall have been obtained. None of the provisions of this act or of chapter 65 of the Laws of 1886, except the provisions of this section in relation to the determination of the consents of said local authorities, shall apply to *companies now organized or hereafter to be organized* for the purpose of building elevated railroads in counties having less than 1,000,000 inhabitants, nor to street surface railroad companies heretofore organized in cities or villages of less than 40,000 inhabitants."

It is claimed, among other things, that this amendment is designed to relieve certain New York roads, such as the proposed 'Thirty-fourth street line, from the operation of the Cantor bill; whereas it is urgently insisted that such proposed roads ought to be subject to the bill.

Unless some specific reasons, at present unknown to this Board, exist, why such exemption should be made, this is true, and the proposed amendment is not in this respect wise.

The amendments here proposed with regard to the termination of the consents are probably not essential for the reason that section 4 of the general street railroad act provides that "any consent so given by said local authorities shall cease and determine at the expiration of *one* year thereafter, unless prior to the expiration of such period the company obtaining such consent shall have filed the consent of the requisite amount in value of property owners or the determination of commissioners confirmed by the court, as herein provided."

The time ought not to be extended from one to two years as proposed; at least until it is demonstrated by experience that one year is too short a time.

There appears to be no necessity for exempting from the provisions of this act, or of the original act, elevated railroads now or hereafter to be organized and built in counties having less than 1,000,000 inhabitants, nor street surface railroads *heretofore* organized in cities or villages of less than 40,000 inhabitants.

If such exemption of corporations *heretofore* organized is wise, the act ought as well to have been made applicable to such corporations *hereafter* organized in small cities and villages.

12th. The twelfth modification substitutes for the *mayor and common council* a single officer, namely, the "comptroller or other chief fiscal officer" as the local authority to approve of the bond to be given for the payment of the percentage of gross earnings.

The Board does not deem this amendment to be of much importance, although perhaps an improvement to some extent.

13th. The thirteenth modification exempts the New York Arcade Railway Company from the provisions of the act, for what reason the Board is in ignorance.

14th. The fourteenth modification is an addition of the probably superfluous words "and all acts or parts of acts inconsistent herewith are hereby repealed."

CONCLUSION.

For the above reasons the Board is of the opinion that the advantages to be gained from the proposed act are on the whole of slight value, and are more than overbalanced by the serious objections thereto and the troublesome questions of law raised thereby.

By the Board.

WILLIAM C. HUDSON,
Secretary.

COMPLAINTS

OF CITIES, TOWNS, ASSOCIATIONS, INDIVIDUALS, ETC.

I.

LAWRENCE A. SNEDEN *v.* THE NEW JERSEY AND NEW YORK
RAILROAD COMPANY.

October 7, 1885.

This was a complaint against the "incessant and reckless" blowing of a locomotive whistle on the New Jersey and New York railroad at Spring Valley, N. Y., at five o'clock in the morning, with "a total disregard of every thing but the convenience, or the whim, of the railroad."

The answer of the road was that the whistle had been blown for ten years at five o'clock in the morning, except for a few days when it was discontinued, at the request of the complainant, four years previous to the date of the complaint. The original object of blowing was to awaken the trainmen. The discontinuance of the blowing met with a great deal of opposition from the people of the village, especially from the commuters to New York who had come to depend upon it for waking them. It was, therefore, as the company viewed it, a question between disobliging one person on one side, and an entire community upon the other. The company expressed its readiness to abide by any determination the Board might make in the matter.

A protest signed by two hundred and fifty residents of the village against the discontinuance of the blowing was filed with the Board.

To this the complainant replied that if he should as earnestly circulate a petition for the discontinuance of the blowing of the whistle as that of the protest had been by the railroad men, he could get a larger number of signatures. He also asserted that the alleged nuisance had increased in duration, and the engine was now brought in the morning directly opposite his house.

Under this conflict of statements, and desirous of meeting the wishes of both interests, the Board suggested to the company that at five o'clock in the morning the engine be taken up the road some distance in a northerly direction and blow two blasts of fifteen seconds. This the company did, and the complainant expressed himself satisfied with the result.

II.

TRUSTEES OF THE VILLAGE OF WHITESTONE v. THE WHITESTONE
AND WESTCHESTER RAILROAD COMPANY.

October 24, 1885.

The trustees of the village of Whitestone complained to the Board that the bridges across the cut made by the Whitestone and Westchester Railroad Company in that village had become dangerous to travel; that the one at Eleventh avenue had become so dangerous that it had been closed by the trustees, due notice of which had been given the representatives of the company and notice taken thereof.

The facts were found to be as stated, but inquiry developed that the railroad company had failed to do more than grade the road and that it had long since been abandoned; that at the time the inquiry was made proceedings on the part of the bondholders for foreclosure were pending; that the trustee of the bondholders had no money of the road in his hands; and that no one seemed to be responsible for the company, as it was defunct.

These facts being communicated to the trustees of the village, they withdrew their complaint.

III.

GEORGE H. LITTLEWOOD v. THE DELAWARE, LACKAWANNA AND WESTERN
RAILROAD COMPANY.

November 16, 1885.

The complainant, a patron of the Delaware, Lackawanna, and Western Railroad Company at Lisle station, complained to the Board that he had been discriminated against in the matter of the delivery of coal in that by reason of unjust discrimination in the prices of the coal of that company he had been compelled to purchase Lehigh Valley coal, which had been shipped to him in two box cars of the New York, Lake Erie and Western Railroad Company, and consigned to the complainant at Lisle, arriving at which place the agent of the Delaware, Lackawanna and Western Railroad Company at Lisle, demanded \$51.88 for hauling the two cars from Binghamton to Lisle, a distance of twenty-three miles, and refused to deliver without pre-payment of the charge and did not until he paid the charge, which he did, under protest. The complainant averred that twenty dollars would have been an ample charge.

Before answer was made by the company, the complainant addressed a request to the Board to hold the complaint in abeyance for twenty days, stating that the officials of the company had promised to redress his grievance. Subsequently he formally withdrew the complaint.

IV.

THE CORNING GLASS WORKS v. THE FALL BROOK COAL COMPANY.

December 28, 1885.

Upon September 15, 1885, this Board rendered a decision in the above matter in which it determined that the refusal of the railroad company to switch cars from the Erie road at Corning to the manufactory of the complainant was an unjust discrimination, inasmuch as the road was engaged in doing this service for others at Corning, whom the Board found to be "shippers under like circumstances" under a proper and fair construction of that term. The Board, therefore, recommended that the road restore the frog removed and switch cars for the complainant from the junctions with other railroads when requested, as it did for others having private switches at Corning.

The road refused to comply with the recommendation, alleging it to be unfair and unjust. Upon December 1, 1885, the road was heard before the Board upon an order to show cause why the refusal of the road to comply with the recommendation of the Board should not be reported to the Attorney-General for his action.

Upon December 2, 1885, the road issued the following order:

"C. E. Greenfield is directed not to receive from N. Y., L. E. & W. R. R. Co. any cars, light or loaded, unless the same are destined for sidings or stations on or beyond our lines beyond Corning and Corning yard; also directed not to haul from the sidings of shippers or from yard of F. B. C. Co. any cars, light or loaded, to Erie tracks."

This action of the road does away with the particular unjust discrimination found to exist in this case, and there is, therefore, no longer any technical ground for a report to the Attorney-General.

The policy, however, of giving switches to large manufacturing concerns has become general and is recognized by leading railroads as almost essential to the success and growth of business interests along their lines. The refusing of such switches by a railroad is injurious to existing enterprises, forbids the starting of new ones upon that line, and, it is believed, will ultimately injure the railroad as seriously as it does the communities which it serves. The Board, therefore, trusts that further consideration will satisfy the Fall Brook Coal Company that its wiser course will be a return to its former policy towards those desiring and deserving the accommodation of private switches. There seems, however, to be no statute in this State requiring such special service to be done for shippers, and no rule of law on the subject except that the service, if done at all, must be done for all alike under like circumstances. In its former report the Board stated that the Fall Brook Coal Company made the purchase of coal from it a *sine qua non* for the service and accommodation of a private switch, etc. A careful review of the evidence satisfies the Board that it should not have gone further than to state that the Fall Brook Coal Company made the transportation of coal over its lines a *sine qua non* for the service and accommodation of a private switch, etc. To this correction of its former decision the road is entitled. The correction does not, however, affect the conclusion therein reached by the Board.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The differences giving rise to this complaint have been satisfactorily adjusted as the Board is informed, the frog has been replaced and the switching is being done.

V.

PETITION OF EMPLOYEES OF THE LACKAWANNA AND PITTSBURGH RAILROAD ASKING ASSISTANCE TO PROCURE THE WAGES DUE THEM.

January 1, 1886.

The petitioners were workmen employed in different stations by the Lackawanna & Pittsburgh railroad who alleged that six months' wages were due them, and they were unable to get their pay. They appealed to the Board for assistance. In answer the receiver pleaded the poverty of the road, said there had been partial payments and urged that the men had made matters worse by stopping work, thus preventing the trains from running regularly and reducing what little income there was.

The reply of the workmen was that they had not been paid for six months, that their credit was exhausted, and that the necessity of supporting their families made it necessary for them to get work where they would be paid.

However willing the Board might be to assist them, it was not within its power, but it addressed a communication to the petitioners in the following terms:

" * * * You have remedy at law against the company and its stockholders and are referred to the second Revised Statutes, seventh edition, page 1548, section 10; also to chapter 392, Laws of 1875; and also to Colby's New York Railroad Law, page 123. A suit at law seems to be the only recourse left you under the laws. The one hundred might make a common issue and place all their matters in the hands of a competent lawyer. * * * A copy of your communication has been sent to the receiver of the road with the * * * recommendation that if the facts therein alleged are true as to the indebtedness, he ought to use every effort to liquidate the same.

VI.

THE FARMERS' CO-OPERATIVE UNION OF LONG ISLAND v. THE LONG ISLAND RAILROAD COMPANY.

January 12, 1886.

In June last the Board held a hearing upon this complaint against the railroad. John O'Donnel, Esq., of Jamaica, L. I., appeared for the complainants, the road being represented by J. V. Campbell, Esq., as counsel, and by Charles M. Heald, Esq., general traffic manager.

The complaint alleges that the railroad had been requested to reduce the freight rate on manure to the rate charged by other railroads run-

ning out of New York ; that the road refused to do so ; that the rates to points in Jamaica were excessive and out of proportion to the prices on labor and material paid by the railroad ; that the diversion of manure caused by the cheaper rates of other roads is injurious to the farm products and property of Long Island.

Subsequently a petition signed by several hundred citizens was addressed to the Board in the following language :

" To the Honorable Railroad Commissioners of the State of New York :

" GENTLEMEN — We, the undersigned, farmers of Queens county, most earnestly request that you will investigate the matter of freight charges upon stable manure by the Long Island Railroad Company. We are firmly convinced that if you make the inquiry, you will find the freight to be higher than on other roads, and out of proportion to what such service is fairly worth, and very much out of proportion to the prices received by us for the produce we have to sell. There has been more manure used in this section than in any portion of the State, and by the high freight charged much of this valuable fertilizer is being shipped into other States, which will tend to depreciate the value of our farms."

The answer of the railroad sets forth an earnest desire to give as low rates as possible because of the dependence of the road upon the success of agricultural interests upon Long Island, but insists that any lower than existing rates would be without profit to the road.

The facts ascertained at the hearing were these :

The rate to Jamaica, distance 10 to 15 miles was, per tub, 30 cents, to which must be added 6 cents per tub for loading from the float by derrick on to the car, there being no charge for unloading.

The rate per ton was difficult to arrive at, inasmuch as the tub weight varied according to the kind and quality of the manure, or whether wet or dry.

The complainant's estimate was:

40 tubs per car at 30 cents	\$12 00
40 tubs loading at 6 cents	2 40
	<hr/>
	\$14 40
	<hr/>
40 tubs equal 12 tons at \$1 per ton	\$12 00
40 tubs loading at 6 cents	2 40
	<hr/>
12 tons, loading and transporting.....	\$14 40
	<hr/>

This would be \$1.20 per ton.

The railroad estimate was:

40 tubs per car equal 15 tons, which at 80 cents per ton would be.....	\$12 00
40 tubs loading at 6 cents.....	2 40
	<hr/>
15 tons, loading and transporting.....	\$14 40
	<hr/>

This would be 96 cents per ton.

The uncertainty attending the charge by the tub led the road to propose at the hearing, that it would take the freight to Jamaica at its actual weight for 80 cents per net ton, the loading charge to be added when loaded on to cars from floats at the derrick. The road believed that this would result in lower rates and in better satisfaction

to the farmers. While the complainants doubted this, they were willing to give the proposed arrangement a trial. Pending this trial the Board suspended the case.

In order to obviate the loading charge, the road further proposed and adopted the plan of permitting dealers to take empty cars on floats to the manure wharfs in New York, and to load directly on to the cars.

After a trial the complainants informed the Board that under the new rate of 80 cents per net ton to Jamaica, they could not purchase manure any cheaper than formerly. It seems more than probable that under the tub system the farmers were getting more manure in weight for the amount paid than when they purchased by actual weight, and hence that the new rates, though nominally lower, were not so in fact.

Since being informed by the complainants that the rates, as fixed for the service by the ton, were not satisfactory, the Board has endeavored to ascertain the rates charged by other railroads taking manure from New York, and likewise from Boston, as one means of determining whether the Long Island rates are or are not excessive.

After the Board had completed its investigation, and while considering the case, the road, on December 10, 1885, informed the Board "that, after a careful consideration of the subject, it had concluded to attempt a material reduction in its rates, to-wit, to fix the rates at from 70 to 90 cents per net ton, according to distance, in the hope that by so doing it might increase its tonnage," etc.

The road furnishes cars for the floats so as to do away with its loading charge, and does the unloading without charge; the unloading is fairly worth about 7 cents per ton, or \$1.05 for a fifteen-ton car.

The rates upon other railroads are as follows:

PENNSYLVANIA RAILROAD.

Jersey City to Metuchin, 26 miles, per ton, 70 cents.

Jersey City to Bristol, 67 miles, per ton, 95 cents.

Jersey City to Vineland, 124 miles, per ton, \$1.87½.

The Pennsylvania and Erie railroads own tugs and tow the floats when loaded at \$10 per trip. This gives the shipper and consumer of manure over these lines an advantage over those who ship by the Long Island. The Long Island road owns no tugs and does no towing. For this service the shipper is obliged to hire tugs at a greater cost than \$10 per trip.

NEW JERSEY SOUTHERN DIVISION OF THE PHILADELPHIA AND READING RAILROAD.

Jersey City to Bound Brook, 31 miles, per ton, \$1.16.

Jersey City to Bound Brook, 31 miles, per ton (special), 50 cents.

Jersey City to Glassboro, 116 miles, per ton (special), \$1.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD.

Jersey City to Clifton, N. J., 14 miles, per ton, 85 cents.

NEW YORK CENTRAL.

New York to Poughkeepsie, 73 miles, per ton, 85 cents.
 Albany to Rhinebeck, 54 miles, per ton, 85 cents.
 Shipper has to load on to cars at Forty-second street.

NEW YORK, NEW HAVEN AND HARTFORD.

New York to South Windsor, 116 miles, per gross ton, \$2, and 50 cents per net ton to the New York and New England besides.

WEST SHORE RAILROAD.

Weehawken to Marlborough, 64 miles, per ton, \$1.25.

DELAWARE, LACKAWANNA AND WESTERN.

Hoboken to Dover, 39 miles, per ton, \$1.10.

BOSTON AND ALBANY.

Boston to South Framingham, 21 miles, per ton, 75 cents.
 Boston to Worcester, 44 miles, per ton, \$1.05.
 Albany to Springfield, 100 miles, per gross ton, \$2.00.

OLD COLONY.

21 miles, per ton, 60 cents.
 30 miles, per ton, 80 cents.
 44 miles, per ton, 87 1-2 cents.
 100 miles, per ton, 87 1-2 cents.

BOSTON AND PROVIDENCE.

Boston to Providence, 44 miles.
 Special rate for shipment of all manure of Metropolitan Street Railway, per ton, 75 cents.
 Regular rate for same, \$1.00.

NEW YORK AND NEW ENGLAND.

Boston to Islington, 12 miles, per ton, 75 cents.
 Boston to Norfolk, 23 miles, per ton, 80 cents.
 Boston to Valley Falls, 41 miles, per ton, \$1.00.
 Boston to Providence, 44 miles, per ton, 80 cents.

A competing point :

Boston to Springfield, 144 miles, per ton, \$2.00.
 Hartford to Burnside, 5 miles, per ton, 50 cents.
 Hartford to Buckland, 6 miles, per ton, 60 cents.

FITCHBURGH RAILROAD.

Boston to Concord, 20 miles, per ton, \$1.00.
 Boston to Air-Junction, 35 miles, per ton, \$1.20.
 Boston to Fitchburgh, 50 miles, per ton, \$1.60.

It must be remembered that upon all of these roads, except the Long Island, the consignee unloads, and consequently 7 cents per ton must be added to their rates for purposes of comparison with the Long Island.

A comparison of railroad rates with each other is never very satisfactory. Rates upon each road depend upon such a number and variety of circumstances as to make it often unjust to apply them to the business of another road. The jurisdiction of this Board does not enable it to satisfactorily investigate those details upon which the value of the comparison depends, as the most of the roads mentioned are not in this State. Assuming, however, that the conditions and expense of the service are substantially the same upon the various roads, we see at once that the proposed rates of the Long Island, to-wit, seventy to ninety cents per ton, according to distance, are not excessive, but are lower than charged upon many roads, and the lowest upon long distances. Noting that the Pennsylvania, Philadelphia and Reading and Old Colony are somewhat lower for short distances, we must bear in mind several facts.

1. The Old Colony for 1884 earned \$8,950.91 per mile.
The Philadelphia and Reading earned \$21,116.12 per mile.
The Long Island earned \$7,915.04 per mile.
Pennsylvania railroad earned \$20,528.97 per mile.

The larger the volume of business done on a road the lower rates it can afford.

2. While lower for short distances, the rates for long distances upon these roads are higher, and thus an average as low as any is maintained upon the Long Island.

For these reasons the Board does not at present recommend a change in the rates established on Dec. 10, 1885.

The Board suggests to the Long Island road that it consider the advantages that would accrue to it and to manure shippers and consumers, were it to arrange that the towing of its floats be done as cheaply at least as it is done by the Pennsylvania railroad tugs. (See Chap. 193, Laws 1884.)

The voluntary action of the road in making a substantial reduction in rates indicates a desire to meet the wishes of the complainants, which ought to be satisfactory until the new rates are fairly tried.

By the Board.

WILLIAM C. HUDSON,
Secretary.

VII.

NELSON BURDICK AND OTHERS v. THE UTICA AND BLACK RIVER RAILROAD COMPANY.

February 3, 1886.

The complainant, Nelson Burdick, is the owner of real estate in Watertown, adjoining the tracks of the Carthage, Watertown and Sacketts Harbor Railroad Company, leased to and operated by the defendant. Desiring to enter into the coal business, he about February 1, 1885, requested the company, through its superintendent, to put in a switch and side track for him, offering to pay the expense

thereof, provided the company would carry coal for him as cheap as for Richard Marcy, who was engaged in that business at Watertown. Neither the superintendent nor the company apparently paid any attention to this request. On May 29, 1885, complainant wrote to John Thorn, Esq., president, renewing his request. To this, the superintendent, E. A. Van Horne, Esq., answered on June 1, 1885, that "there had been nothing decided about the coal business, or should have advised you thereof." On June 10th, complainant renewed his request by letter, presumably because he had not as yet received an answer to his inquiries of February 1, 1885. To this the general freight agent answered on June 11th, that "he would take the matter up with the general superintendent, and see what he has said in relation to the same. From your letter, I do not understand that you have any property ready to ship over the road at present, and *when it is ready, if you will advise me where it is coming from, and how it reaches our line, I will endeavor to give you rates for the same.*"

Being still without any decisive answer to his request for a switch, side track and rates, complainant, on July 10th, again wrote to the general freight agent, asking the rate on coal from Utica to Watertown, and from Sacketts Harbor to Watertown; also asking whether the side track and switch would be allowed.

No answer to the rate inquiry was made, but on July 13th, the general superintendent replied that "we cannot for many reasons put a switch in our main track at the point you desire one."

The Board at the outset deems it proper to say that in its judgment the treatment of the complainant's request in February, 1885, and of his repeated requests thereafter until July, for the rates on coal, etc., was unjustifiable and wrong. As a common carrier it was the duty of the road to give him prompt and full answers. Those having charge of the matter shifted it about, delayed their answers, and when replying, so replied as to show them to be purposely evading the complainant's inquiries. A man perfectly responsible for his engagements as complainant undisputedly is, who proposes to engage in coal or any other business requiring extensive transportation service, has a right to be informed what rates are, promptly and without purchasing or *getting the property ready for shipment*. The answer of the general freight agent to the effect, that "when the property should be ready for shipment, he would endeavor to give rates" was an abuse of his position toward the public. Business would come to a stand-still, if rates on property by the car-load could not be ascertained until mercantile shippers purchased the property and got it ready for shipment. The answer probably served the purpose for which it was intended — to wit — that of evading and putting off a proper inquiry.

It probably is a rule of law that an action for damages will not lie against a carrier for refusal to give rates (assuming that this implies a refusal to transport), unless the property be presented with the request. But mercantile necessity, as well as the convenience of railroads, has long since universally established the practical rule, that rates shall be made known to inquirers in advance of the actual presentation of the property for shipment.

As a preliminary answer the road insisted that, owing to the situation of the land of the complainant, and the narrowness of the company's

right of way in that vicinity, it would be impossible to have a switch and side track for the accommodation of complainant, without great additional cost and expense to the road. After a careful examination of the locality the Board requested an answer upon the merits, reserving the preliminary question.

The road then made answer to the complaint to the effect, that the complainant had no right, in law or equity, to a switch and side track, nor to demand rates, no coal ever having been presented by him for transportation.

A hearing was had at Watertown by Commissioners Kernan and Rogers, at which the road was represented by the officers of the road and A. M. Beardsley, Esq., and the complainant by James A. Ward, Esq.

The facts developed upon the hearing, and by affidavits subsequently received, were, as hereinbefore stated, and as follows:

1. As to the complainant's application for a side track and switch. It has been the practice of the defendant upon its main line, and upon its Carthage, Watertown and Sacketts Harbor branch, to put in at its own expense side tracks and switches for the use of said Marcy in his coal business, or for the use of manufacturers, hay shippers, etc. Under these circumstances there is no doubt as to the clear right of complainant to either receive coal at the yards of the company, now used exclusively by Marcy, or to have the railroad company provide a trestle, switch and side track for the delivery of coal at some other point upon its tracks, within the city of Watertown, which would be convenient for the business, or to have a switch to his own premises near the corner of Court street. The Board does not deem it proper to insist upon the latter course unless the railroad declines to deliver coal to the complainant at some other convenient point selected by itself, as in the case of Marcy.

While the Board has no doubt of the good faith of Mr. Burdick and there is undisputed evidence of his entire financial responsibility for the business proposed, and while he offers to pay the entire expense of the proposed switch, side track and trestle, yet it would be a most dangerous precedent to establish that any one owning a piece of *unimproved* property alongside of a railroad can *insist* upon a switch and side track being constructed thereto, upon the pretense of the owner desiring to go into some business, and without any consultation or agreement with the railroad company as to the mutual convenience to be subserved.

The yard in Watertown now used exclusively by Marcy was selected by the railroad as a convenient and suitable place.

The ground selected by Burdick, the railroad insists, is not suitable or convenient.

After a personal inspection of the premises by Commissioners Kernan and Rogers, and from maps prepared by the Inspector of the Board and the engineer of the railroad company, the conclusion of the Board is that there is no insuperable physical objection to the premises of Mr. Burdick as a coal yard.

That there would be considerable inconvenience to the railroad to be obliged to deliver coal cars to entirely different parts of the city there can be no doubt.

For this reason the Board would not be willing to insist upon this particular spot as a coal yard, *except in the event of the railroad refusing some other suitable place.*

In the case of the Corning Glass Works against the Fall Brook Coal Company, the Board used the following language :

"The law does not require a railroad to furnish private switches to any one. Whether it furnishes any or not is for the railroad to determine. If, however, in the exercise of its discretion in the matter a railroad determines upon adopting the policy of furnishing private switches, and of affording facilities for their use, it is quite obvious that the rules of law governing carriers apply thereto. These facilities, if granted at all, cannot be allowed to favored shippers only, and refused to others having substantially the same claim thereto, nor can they be used as weapons of punishment or coercion. Whatever a railroad does, whether under legal compulsion, or as a matter of choice and accommodation, must be done for all alike under like circumstances for reasonable compensation, and without unjust discrimination. This rule cannot be questioned. It leads to no such absurd conclusion as that every one would be entitled to a private switch, and that thus utter confusion in their business and serious loss to railroads would result. It is for the railroad to determine to what extent private switches shall be allowed subject, as in every thing else relating to its operation, to the restriction that its charge for service connected therewith shall be reasonable, and that it shall not unjustly discriminate in determining who shall and who shall not have switches."

It is proper to say in explanation that the railroad company had removed the frog of a switch and side track to the Corning Glass Works which had been in use for seventeen years.

The conditions and circumstances there considered were entirely different from these.

The land had been selected and the improvements constructed with the concurrence of the railroad and with the very end in view of connecting therewith a switch.

The opening of a coal yard is quite a different thing from the erection of a mill or factory.

In the latter cases the expenditures for the improvement are a guarantee of good faith in the prosecution of the business.

A great many considerations enter into the selection of the site which do not in that for a coal yard.

The convenience of the railroad, while an important factor, would necessarily be more subordinated to the conditions necessary for a factory than for a coal yard.

Within a given area there would probably be fifty places suitable for a coal yard to *one* suitable for a factory.

There is not, as the road asserts, room for a side track for storage of cars at the point in question. This, however, is not necessary. As shown by the affidavit of Jay W. Butterfield, the road now has branches and side tracks above High street sufficient to accommodate all the coal used in Watertown, which is at present sold by Marcy alone. As he requires it, cars are taken therefrom to the yards of the company used by him. Were the complainant to engage in the business no more coal would be needed for Watertown and it could be handled for him as it is for Marcy.

2. Many citizens of Watertown ask the Board to investigate the coal business, alleging that Watertown is unjustly discriminated against. The facts developed on the hearing are these: About 1872, while a conductor upon the Utica and Black River road, said Marcy began the

coal business at Watertown. Upon his sign and bill-heads he advertised as "agent" while handling the coal of the Delaware, Lackawanna and Western and the Delaware and Hudson Canal Company. This was an oversight, as he testifies. He was not, in fact, an agent for any one; but this fact, perhaps, aided in bringing about the retirement of the four competitors who were in business when he started. For some years he has had the sole sale at Watertown of all the coal of these companies coming over the lines of the Utica and Black River railroad and the Rome, Watertown and Ogdensburgh. As he desires it, coal is shifted from one road to the other, and after transfer is taken to his yards.

The coal companies pay the freight of \$1.40 per ton from either Rome, Utica, or Syracuse, which rate is agreed upon and maintained between the two roads. The coal companies have refused to sell coal to the complainant, as shown by the following letters:

COMPLAINANT'S EXHIBIT "G."

SCRANTON, PA., December 5, 1885.

Hon. NELSON BURDICK, *Watertown, N. Y.*:

DEAR SIR—Your letter duly received. Our arrangements for the sale of our coal—as, perhaps, you are aware—for your town, etc., is in the hands of Mr. Marcy, supplied by our Utica agency and has so far been satisfactory—may I trust, to the public.

I am truly, etc.,
JOS. J. ALBRIGHT,
G. S., *Agt.*

COMPLAINANT'S EXHIBIT "H."

NEW YORK, December 3, 1885.

Mr. NELSON BURDICK, *Watertown, N. Y.*:

DEAR SIR—In reply to your favor of 30th November, I would say that we do not sell coal at Sacketts Harbor, except as the same may be delivered by vessel from Oswego, in which case we make price at Oswego. As to whether you can buy coal of this company at Utica or Syracuse, depends upon conditions which a categorical answer would not express. We are not always able to supply all the coal required. Under such circumstances old customers have preference. This is the case at present. As to price, that depends upon quantity and time of delivery to some extent.

Yours truly,
E. R. HOLDEN.

The evidence further shows it to be their policy to sell to Marcy alone, for Watertown consumption.

The retail price of coal at Watertown is raised and lowered by Marcy to correspond with the changes made by the coal companies in their prices.

Thus, by the combined action of the coal companies in refusing to sell, and of the railroads in refusing rates or facilities to any one except Marcy, a complete monopoly of the coal trade has been established at Watertown; the railroads have secured a rate of freight subject to no dispute or question, and Marcy enjoys a business almost entirely free from disturbing competitive influences.

These facts serve to fully explain the unwillingness of the Utica and Black River road to give to the complainant, Burdick, the same rates and facilities as are offered to Marcy, or to give him any satisfactory answers to his inquiries. The situation at Watertown is one which neither the coal companies, the railroads nor Marcy desire to be dis-

turbed. Each labors to that end, because therein lies the promotion of the interests of each and of all.

The position of the railroad companies may be well understood from the language used by E. M. Moore, Esq., general freight agent of the Rome, Watertown & Ogdensburgh. He writes to complainant: "Offer has been made heretofore by certain parties to disturb the coal business at Watertown; it would be entirely unsatisfactory to both railroad companies, and to the coal companies, and therefore we are not in a position to encourage another coal yard" — when asked why unsatisfactory, he answered: "It would create competition, it would demoralize the business, lower the rates, reduce our revenue."

The action of the coal companies in selecting a single person in a locality for the sale of their coal, is for the purpose of securing greater responsibility, and better and more uniform prices.

They also lease and operate many lines of railroads in this State, under which circumstances they are enabled to transport their coal at such rates as they deem proper. As they are then both shippers and carriers over their own lines but little opportunity to complain of rates of transportation is presented. It is only the consumer who is affected. The price of coal at points reached by these companies over their own lines has never been the subject of complaint before this Board, and hence it cannot in justice say that the coal companies are generally at present unfairly using their position as carriers to promote their interests as coal sellers. Prices at competitive points are lower than at other places, but, as this Board has often pointed out, a place having no competitive influences about it cannot expect to be treated as though it were the centre of such competition, either in rates or prices.

The price paid to the coal companies during the past season by Marcy has been from \$5.30 to \$5.55 per gross ton delivered at Watertown. At the same time this same coal retailed at Syracuse at \$3.75 to \$4 per net ton. When we consider that the local dealers' profit and expenses were included in the Syracuse rate, it will be seen that for the Watertown coal the companies charge a considerably higher price than at Syracuse. But here again we must remember that there are at Syracuse many competitive influences which do not exist at Watertown, and that therefore Watertown cannot expect to get her coal at precisely the rate at which the companies put it into Syracuse, plus freight from there to Watertown.

Mr. Marcy testified that he sells coal at Watertown at all seasons for an advance of 60 cents over the companies' prices to him. This 60 cents covers his losses from shrinkage in handling, bad debts, etc., as well as his profits. This certainly indicates that, so far as he is concerned, he does not make more than a fair living profit.

Inasmuch as there is at present no statute regulating the action of these coal companies as coal sellers, the Board deems it to be simply its duty to state the facts in order that the public may understand the situation, and that such legislative action, if any, as may become necessary, may be intelligently directed.

The wrong appearing in this case is on the part of the Utica and Black River, and the Rome, Watertown and Ogdensburgh roads. They are not leased to or controlled by the coal companies, and as common carriers they have no right to discriminate in favor of the coal com-

panics by giving them and the persons selected by them to sell coal, rates and privileges which they are unwilling to give to all shippers alike.

The complaint does not allege that the rate of \$1.40 from Utica, Rome and Syracuse, agreed upon and maintained by the roads, is excessive, and hence that subject has not been investigated and will not be discussed. Upon the hearing, reference was made to the fact that it was a higher rate than charged for transportation of coal to stations at a further distance from Rome, Utica or Syracuse. If these lower rates are to river points where competition with the water occurs, it might furnish a valid reason for their being lower than the Watertown rate. See decisions of the Board in *Harding and Hollis v. Rome, Watertown and Ogdensburgh Railroad Company*, 2d Report, p. 160; *Richardson et al. v. Utica and Black River Railroad Company*, 2d Report, p. 94.

The Board has confined itself to investigating the facts connected with the coal business at Watertown, and to the complaint of Nelson Burdick against the Utica and Black River for refusing to give him the rates on coal from Utica and Sacketts Harbor, and to allow him to have a switch, etc.

RECOMMENDATIONS.

1st. That the Utica and Black River railroad deliver to the complainant coal and afford facilities for his receiving and handling the same at its yards at Watertown, where such railroad regularly delivers coal (now exclusively used by Marcy), the same as it does for Marcy; or,

2d. That the railroad provide a trestle, switch and side track on its own land and at its own expense, at some other point within the city of Watertown, where coal can be received and handled with convenience for city consumption and there deliver the same to complainant; or,

3d. That the railroad construct a suitable switch to the land of the complainant, which he can extend on a trestle to be thereafter constructed by himself, and there deliver him coal; in which latter case the expense of such switch and trestle be paid for by the complainant;

4th. That the same rates of freight for the transportation of coal in car lots be given to complainant as are given to the coal companies, or to others; and that a reasonable rate of freight be charged on coal coming from Sacketts Harbor, and that facilities and accommodations be given to complainant to transact coal business, equally as favorable as those given to any other party. By the Board.

WILLIAM C. HUDSON, *Secretary*.

The fact of the failure of the company to comply with the above recommendations has been presented to the Attorney-General.

VIII.

HENRY C. VAIL *v.* THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

February 5, 1886.

Mr. Vail complained that the New York, Lake Erie and Western railroad ran trains of four to seven cars with but one brakeman, and

that it had happened that said brakeman had been left at Suffern to act as flagman, while the train continued on its way to the city without any brakeman at all.

The answer of the company was, that after examination no instance could be found where a brakeman had been left at Suffern; that local trains, with few exceptions, had less than seven cars, and when there were that number there were always two brakemen in addition to the baggage-master, who also acted as brakeman; that the baggage-master on trains with less than seven cars acted also as brakeman, making two; that all the company's passenger trains were supplied with the Westinghouse automatic air brake, and that, therefore, the duties of brakemen were confined mainly to the heating, ventilation and general care of the passenger coaches; that it was not often necessary to send a man back to flag, but when this was done there were still two men left with the train — the conductor and one brakeman.

The reply of Mr. Vail was that he had not regarded his first communication to the Board as a complaint, but one rather of inquiry as to its powers, yet the sending of it to the company had served all purposes and the result had been a marked improvement in the local accommodations, and with this result he was content to let the matter rest.

IX.

IN THE MATTER OF A PETITION FROM RESIDENTS OF THE CITY OF UTICA TO INQUIRE INTO THE SITUATION OF THE UTICA AND MOHAWK (STREET) RAILROAD COMPANY, TO CITE ITS OFFICERS TO APPEAR AND SHOW CAUSE WHY THEY DO NOT AT ONCE SECURE THE RIGHT TO REBUILD AND OPERATE SAID ROAD, AND IF NO SUFFICIENT CAUSE CAN BE SHOWN, TO RECOMMEND THE ATTORNEY-GENERAL TO INSTITUTE PROCEEDINGS TO VACATE ITS CHARTER.

February 25, 1886.

Before the report of this matter could be adopted, as the decision of the Board, both parties asked that it be not issued, as negotiations were pending, which, if completed, would end the matter. In a short time these were perfected, the road by sale passed into other hands, and a bill with the consent of all parties was introduced in the Legislature, which has since become a law, by which the company is relieved from maintaining and operating that portion of the original line from the east line of the city of Utica through the villages of Frankfort and Ilion and through Charlotte, Steuben, South Mohawk and Lansing streets and Culver avenue, and also from any penalties or forfeiture of its corporate rights because of failure to construct that portion of its road.

X.

ALFRED C. COXE ET AL. v. THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

February 27, 1886.

The parties complaining desired that the passenger train No. 4, commonly known as the limited express, be required to stop at Utica and take on passengers; a practice which had at the date of the complaint (February 1, 1886) but recently been discontinued.

The recommendations of the Board in the matter, that the "limited" should stop at Utica both ways, and going east the number of vacant seats should be telegraphed from Syracuse so that its accommodations could be early known at Utica, were promptly complied with.

XI.

IN THE MATTER OF THE DIFFERENCES BETWEEN THE EMPLOYERS
AND MANAGERS OF THE TROY AND LANSINGBURGH RAILROAD
(STREET) COMPANY, RESULTING IN A STRIKE ON MARCH 9 1886.

March 17, 1886.

At 11 A. M. on the morning of March 9th, the Board of Railroad Commissioners was informed of the stoppage of all cars on the above street railroad. Commissioners Kernan and Rogers immediately proceeded to Troy where a conference was had before them by the authorities of the railroad company on the one hand and a committee of the Knights of Labor on the other, representing the employees of the road.

It was agreed to submit the matters in dispute to the Board of Railroad Commissioners and to abide by its determination in the case; and pending such determination to continue the operation of the road with the rules and hours existing before the strike.

Several conferences were had between a committee of the Knights of Labor, the authorities of the road and the Board of Railroad Commissioners, or Commissioner Rogers.

Finally, a determination was reached on March 17th to which all parties agreed; which the Board issues as its determination of the controversy, as follows, to-wit:

All regular drivers and conductors to receive \$2 per day for twelve continuous hours' work, with ample time to eat. It being understood that the regular hours are twelve hours and three minutes to twelve hours and twenty minutes, on red, blue and green lines, with one trip on the white line twelve hours and thirty minutes.

There shall be no decrease in the number of regulars or in their time or price.

Trippers to take the place of regulars and extras to take the place of trippers. On white and blue lines, trippers to take trips on both roads, and to have not less than two trips per day. All trippers to rotate.

First tripper to take the place of a regular, suspended, discharged, laying off for a day or more or quit work. Extras to rotate the same as trippers.

On red and green lines there shall not be more than ten trip cars or twenty men.

What applies to white and blue lines, as regards trippers and extras, to be the same on red and green lines.

Compensation for trip work to remain as at present.

All this applies to regular work and not extra days like 4th of July and picnics.

Stablemen to receive \$1.45 per day, hours and work to remain the same as at present. Barnmen now getting \$1.50 and stablemen now getting \$1.50, to receive the same for extra work performed by them as now.

All hitchers to receive \$1.65 per day, the hours and work to remain the same as at present.

All hillmen to receive \$1.87½ per day, the time to be divided among themselves.

All trackmen to receive \$1.50 per day, hours to remain the same as at present.

Pavers to receive \$2 per day.

Night watchmen to receive \$2 per night.

The new time table and rules to go into operation upon Wednesday, March 24th, sooner if practicable.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The differences between the company and the employees were thus composed amicably and to the satisfaction of both parties.

XII.

IN THE MATTER OF A COMPLAINT OF THOMAS T. HILL AND OTHERS,
RESIDENTS OF PUTNAM COUNTY NEAR MAHOPAC FALLS AND
MAHOPAC MINES *v.* THE MAHOPAC FALLS RAILROAD COMPANY.

March 23, 1886.

This complaint and petition, signed by sixty-eight residents living near Mahopac Falls, and by forty living near Mahopac Mines, mostly farmers and freeholders, alleges substantially as follows:

That the Mahopac Falls Railroad Company has constructed, and is operating a railroad under the general railroad laws of the State, from Baldwin Place, a station on the New York City and Northern railroad, to Mahopac Mines, *a distance of four miles*; but that the said corporation "has either neglected or refused to furnish the necessary facilities for handling and conveying freight, and has furnished *no* facilities for the transportation of passengers."

The first complaint was made by Mr. Thomas T. Hill, dated January 8, 1886. A reply from the road was received, and a further rejoinder from Mr. Hill, dated February 1, accompanying the above-mentioned petition.

In its reply to the latter, dated February 12, 1886, the railroad corporation asks that the Board investigate the whole matter, and that the company will be most happy to abide by any decision the Board may come to in the premises.

After due notice, an inspection of the railroad and locality was made by Commissioner Rogers on March 1. A special car was furnished by the New York City and Northern Railroad Company, and a hearing on the spot was had therein, the complainants being numerously represented. The Mahopac Falls Railroad Company was represented by Mr. Case, superintendent of the Mines, and the New York City and Northern, by its general superintendent, F. S. Gannon.

Certain further information in regard to freight receipts from shipping of ore, etc., was called for by the Commissioner, and was finally received from the New York City and Northern on March 17th.

The substantial facts elicited at the hearing, were that the Mahopac railroad had been built to transport the ore from the Mahopac Mines

to the New York City and Northern railroad and thence to market. Previous to the building of the railroad, the ore had been transported by wagon. The expense incident to this method had been so great as to prevent the Mines from being profitable. It was stated by Mr. Case and Mr. Gannon, that this piece of railroad was a necessity to keep the Mines in operation. The road was opened for business in January, 1885, but was not ballasted or put in good order until July, 1885. The trains are operated by the New York City and Northern, the road-bed and superstructure being maintained by the company itself. No passenger trains are run, and no station agent is maintained to receive freight either at the Mines, which is the terminus of the road, or at the Falls, which is the middle point.

A freight car is left at the Falls and also at the Mines, into which, it was stated, miscellaneous freight could be left, but there is no one to receipt for it, no one apparently responsible for it, and in a word, no one with whom to transact the necessary business incident to shipping or receiving goods.

Bulky freights by the car-load, such as coal, brewers' grains, etc., are left at the stations where the farmers can unload themselves. A milk car is attached to a freight train, and this part of the business seems to be conducted satisfactorily. A freight agent goes over the road every day, and it was supposed by the railroad company that he could attend to all the business offering; but the farmers and citizens complain that, as the freight trains run quite irregularly, he cannot be found when he is wanted, and that consequently this arrangement fails to properly subserve the convenience of the public.

Furthermore, there is no station or building where freight offered can be either receipted for or protected from the weather or theft.

1ST. WITH REGARD TO FREIGHT ACCOMMODATIONS.

The railroad companies express great doubt as to the likelihood of sufficient miscellaneous freight being offered to warrant the building of a station at either Mahopac Falls or Mahopac Mines, in view of the fact that the former is but two miles from Baldwin Place on the New York City and Northern, and but two miles from Mahopac, a station on a branch of the Harlem road.

At the hearing, however, in response to the general demand for better freight facilities, Mr. Case, on the part of the Mahopac Falls Railroad Company, agreed to construct a station at Mahopac Falls; there is already one at the Mines. Mr. Gannon, on the part of the New York City and Northern, agreed to maintain at both places freight agents, who would be authorized to transact all necessary business incident to the shipping and receiving of freight.

It is not necessary, therefore, to discuss the legal obligation resting upon the railroads to establish and maintain such agencies at the above points, further than to remark that it is the maximum of service that could be reasonably asked or enforced—Mahopac Mines being but two miles from Mahopac Falls, and the latter but two miles from Baldwin Place.

2D. WITH REGARD TO PASSENGER SERVICE.

The Mahopac Falls railroad was built under the General Railroad Act and acts amendatory thereof, and exercised the powers of eminent domain and other privileges delegated in those statutes. A corresponding obligation rests upon it, therefore, to give reasonable and good service to the community through which it runs.

Section 36 of the General Railroad Act (Chap. 140, Laws of 1850, as amended by Chap. 49, Laws of 1867) provides as follows:

"§ 36. Every such corporation shall start and run their cars *for the transportation of passengers and property at regular times* to be fixed by public notice, and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, and at the junctions of other railroads, and at the usual stopping places established for receiving and discharging way passengers and freights for that train, and shall take, transport and discharge such passengers and property at, and from, and to such places on the due payment of the fare or freight legally authorized therefor."

The objection raised by the road is that, for at least nine months in the year, passenger trains on this branch would be run at a considerable pecuniary loss.

The representatives of the road further insist that there is no necessity for such trains, inasmuch as Baldwin Place station is but two miles from the Falls, and that Mahopac station on the Harlem road is about the same distance from the Falls, and but little more from the Mines.

Mr. Gannon voluntarily agreed to run trains to connect with the New York City and Northern for three months during the summer—say from the middle of June to the middle of September. With this, however, the complainants were not satisfied, but insist upon a winter service as well.

They claim further, that at the time the property was condemned for railroad purposes, pledges and promises were made by the railroad authorities that such service would be rendered; that such promises and pledges add an equitable to their legal rights in the premises.

In a communication to the Board since the hearing, Mr. T. D. Hill incloses the following testimony of Wm. H. Case, engineer of the road and representative thereof (being on page 38 of testimony, with regard to lands of T. D. Hill, on file in the office of the county clerk at Carmel).

Question by Mr. Holbrook (the railroad company's lawyer). "About how many trains will be run on this road daily?"

(Objected to but allowed.)

Answer: "According to my judgment, there will be perhaps as many as two trains each way daily."

The railroad claims that it is a severe hardship to force it to continue its passenger service through the winter at a constant loss, particularly in view of the fact that a considerable number of railroads within the State do suspend such operation.

The answer to this is, that such roads are run exclusively for summer passenger travel, and their suspension in winter is with the con-

currence of the communities through which they run, no complaints having reached the Board of such suspension. The Board does not know of any legal authority to so discontinue running in winter, although, under certain circumstances, it is just to permit it.

The question being fairly raised, however, by the residents of this neighborhood, the Board can reach no conclusion but that the railroad is under legal obligations to give passenger service the year through.

An engine is kept fired up on this branch for running the freight trains, switching, etc. It could run a passenger car down in the morning and up in the afternoon, to connect with the train to and from New York. This would involve an additional mileage of sixteen miles per day, as estimated by Mr. Gannon, which at the rate of forty cents per train mile, would involve an expenditure of \$6.40 per day.

The road being but four miles long, the *maximum* fare would be twelve cents; if the *average* were nine cents, it would require seventy-one passengers to pay expenses. There is little likelihood of there being one-third of this number.

In view of the traffic arrangement between the Mahopac Falls railroad and the New York City and Northern, it has been assumed that this loss would fall exclusively on the New York City and Northern, and that as this latter road is in the hands of a receiver, and is earning but little over its operating expenses, this additional burden would be seriously felt.

The answer to this is, that the building of the Mahopac Falls railroad to connect with the New York City and Northern, has given it a valuable freight business, far in excess of any loss incident to such passenger service. The figures, as given by the road to the Board, substantiate this claim on the part of the petitioners.

In view of the above facts, the Board has reached the following conclusions, and

RECOMMENDATIONS.

1st. The Board recommends that the Mahopac Falls Railroad Company erect a suitable station at Mahopac Falls.

2d. That the Mahopac Falls Railroad Company maintain at Mahopac Mines and at Mahopac Falls, a freight agent to transact such business as may be offered—or that the New York City and Northern Railroad Company maintain such agents.

3d. That the Mahopac Falls Railroad Company run at least one passenger train each way on its road daily, to connect with the morning train south, and the afternoon train north of the New York City and Northern railroad, or that the New York City and Northern railroad run such trains.

By the Board.

WILLIAM C. HUDSON,

Secretary.

The company has complied with the recommendations as above, as the Board is informed by the complainant.

XIII.

A. OTTMAN *v.* THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

March 26, 1886.

Mr. Ottman, of Albany, set forth that he was engaged in the milk business in Albany and obtained his milk from Palatine Bridge; his competitors in the business obtained their milk from Fort Plain. They all received their milk from both points at twenty-five cents per can delivered from the baggage-car. Some few weeks previous to making the complaint, he had been informed by the agent of the Central at Palatine Bridge that he could not ship that way any longer, but must hereafter ship by express, the difference in the price being twenty-five cents a can, making such a discrimination against him, which, if continued, would virtually drive him out of the trade.

This complaint having been transmitted to the New York Central and Hudson River Railroad Company, they replied by saying the cause for the complaint of Mr. Ottman had occurred through mistake and had been rectified.

XIV.

J. C. HENDERSON & Co. *v.* THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

March 29, 1886.

The firm of J. C. Henderson of Troy complained that it had shipped a hot air furnace, weighing about 1,000 pounds, to Chatham, by the New York Central and Hudson River railroad in November of 1885, and a few days after was informed that it had reached its destination less one piece. Inquiry of the company developed the fact that the missing piece was at the freight house, in Troy, broken, and that the other pieces had been sent forward with knowledge of the broken piece and that freight had been charged for the full shipment, and when the casting was sent forward to replace the broken piece that also was charged. When a bill was presented for the broken piece and the company was asked to pay for it, the company's agent demanded that the firm should sign a release from liability of further shipments. The company refused to sign the shipping receipts of the firm and notified it that unless the firm signed the release double first-class rates would be charged on their shipments. This the firm claimed to be unlawful discrimination against it and alleged that it was losing trade daily by reason of it.

The company made the following reply:

"First, that Messrs. Henderson & Co.'s teamster was at once notified when the damage was discovered.

"Second, that the New York Central charged only actual weight on the piece and the balance. If this was not correct the New York Central would have settled a claim for overcharge at any time.

"Third, that the request for the release was only in accordance with, and on account of, custom and the published tariff; that the New York Central did not refuse to sign receipts and that the charge of double first-class is that of the tariff on freight of this character not taken at owner's risk.

"Fourth, that if they have shipped for years at released rates without a release being asked or signed, it is only because a yearly release left at their office on January 1st of each year, and returned signed by C. O. Greene, has been supposed to be a release from that firm.

"Furnace and stove castings are generally shipped without protection and are more liable to fracture and damage than almost any other class of freight.

"Under the ordinary classification price they are rated at first-class at owner's risk and double first-class at company's risk, but to aid the manufacturers at Troy they have been rated specially at fourth-class if *released*. It seems impossible that any manufacturer at Troy has failed to understand this and our freedom from claims would indicate the contrary. I do not think the propriety of different classification upon freight of this character, according as the risk of damage falls upon the company or shipper, has ever been denied, and the practice has grown from the demands of shippers."

The company, however, admitted that the difference was too great and that the Troy agent had been directed to charge double fourth-class rates.

To this answer Messrs. Henderson & Co. made reply by sending the sworn statements of their drayman that no notice of the breakage had been given and that the agent had refused to sign their shipping receipts, and by stating that while G. O. Greene occupied a part of the same store his business had no relation to their's, and that the company had receipted for freight shipped under their respective names and that there was no foundation for the supposition that a release signed by Greene affected the firm of Henderson & Co. The firm further set forth that the charging of double fourth-class rates instead of double first-class rates did not help them as that rate even was double the charge made to their competitors. Messrs. Henderson & Co. then submitted the following questions to the Board:

"First, Are we obliged to sign a yearly release with the said company to secure the fourth-class rates which is the universal charge of other roads without this yearly release?

"Second, If we are not entitled to a rebate for the excessive charges they have made on our freight?

"Third, Are we not entitled to gentlemanly treatment from their employees when we send our men there to do business for us?

"Fourth, Are they not obliged to give us a receipt for our shipments when we deliver them at their depot in good order?"

To this communication the Board made the following answer:

STATE OF NEW YORK.
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, March 17, 1886. }

• MESSRS. J. C. HENDERSON & CO., Troy, N. Y.:

GENTLEMEN — In answer to your communication without date, but received March 10, the Board has to say that a reasonable rule made by railroads to charge additional freight for castings and fragile goods when taken at *railroad* risk of breaking, is proper, and seems to be founded on equitable grounds, reasonable and applied to *all alike*.

If you can show, however, that the railroad charges you double fourth-class rates, when stoves are taken at *its* risk of breaking, and charges your competitor

only single fourth-class rates under the same circumstances, it would be an unjust discrimination and the Board would so find.

The above is an answer to your first question.

Second, Assuming that your competitor sign a release and you decline, and that double fourth-class rates are reasonable under such circumstances, the Board is of the opinion that you are entitled to a rebate equal to the difference between *double fourth-class rates* and the rates they have charged.

Third, Your men are certainly entitled to polite treatment in dealing with the employees of the railroad.

Fourth, It is the duty of the railroad's agent to give you a receipt for your goods, being in good order, when you so deliver them to the railroad's agent.

In case your grievances are not adjusted in accordance with the above opinions, or that you claim that the difference between double and single fourth-class rates is too great for the risk the railroad assumes of breakage, the Board will give a hearing to yourself and the railroad upon your request.

By the Board.

WILLIAM C. HUDSON,

Secretary.

Messrs. Henderson & Co. replied to this finding of the Board that its conclusions "that railroads have a right to charge extra for castings and frail goods taken at their risk of breakage, which in this case is named at double fourth-class rates, provided it is general, was no doubt correct," but they asserted that "all the roads, including the New York Central, that carry freight from Troy made the single fourth-class rate general with the understanding that unavoidable breakage would be at owner's risk and all the freight shipped was with that understanding and had been for years." The firm further stated: "We are now charged only single fourth-class rates by other roads that, since our trouble, take all our western freight and all, in fact, except that we are obliged to send in this State where the other roads do not reach. * * * We claim we should pay only fourth-class rates on all the excessive charges we complained of."

The Board thereupon set down a date for a hearing, but before it was reached a communication was received from Messrs. Henderson & Co. which announced the withdrawal of the complaint in the following words:

"On Saturday last, at the request of Mr. Hayden, third vice-president of the N. Y. C. & H. R. R. Co., we met him at his office in New York and after a full statement of the facts he granted us all we asked and have agreed to refund all overcharges above the regular fourth-class rates that have grown out of our trouble with them, and they assure us of fair treatment in the future from their local agents.

"On these assurances we have agreed to withdraw or suspend any further action in the matter now before your Board and we thank you kindly for securing for us a hearing with the officers of the road in relation to our complaint. Your promptness in dealing with this subject has been the means of drawing this matter to a most satisfactory close if they carry out in good faith what they have promised, which we have every reason to believe they will, as it will no doubt prove to our mutual benefit to have this matter amicably settled."

A letter announcing an amicable adjustment was also received from the railroad company. And so the case ended.

XV.

W. C. ANTHONY *v.* THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

April 2, 1886.

Mr. Anthony lodged a complaint verbally with the Board as to the filthy condition of the station-grounds and water-closets of the station of Greycourt on the New York, Lake Erie and Western railroad, the substance of which was conveyed to the company. The company promptly remedied the evils complained of, and so informed the Board.

XVI.

S. W. HALL *v.* THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

April 12, 1886.

Mr S. W. Hall of Elmira complained to the Board in the spring of 1884, that a coal trestle of the New York, Lake Erie and Western Railroad Company adjoining his lands encroached upon it, and, further, that it was in a dangerous and unsafe condition. The Board, through Commissioners Kernan and Rogers, made an inspection. The question of encroachment was then in litigation and the Board refused "to attempt to interfere with the settlement of the matters pending before the chosen tribunals"; and declared that "the only question regarded by the Board was whether the structure or its condition were such as to affect the safety of the public or of the employees obliged to use the trestle."

It found the structure unsafe and dangerous, and recommended additional bracing and the replacing of timbers and underpinning, rotten and unfit for use. The recommendations of May, 1884, were complied with.

Early in the year of 1886, Mr. Hall again complained to the Board of the dangerous condition of the trestle. He described it as a trestle twenty-eight feet high, standing on an effectual base of six feet, with no bracing on the east side, and standing also upon hemlock blocks nearly rotted away. He further asserted that decay had so much progressed that one might thrust his fingers into the ends of the timbers under the bearings; and further that the sides of the blocks were bulging out under the vertical pressure.

To this complaint the company answered "that the trestle complained of was built in 1876, and originally extended partly upon land owned by Mr. Hall. By reason of complaint of trespass made by that gentleman, proceedings were commenced in 1883 to obtain a small strip of his land, but the award of the commissioners was so excessive that it was concluded to narrow the trestle, and accordingly removed that part of it resting upon his property; the trestle is not in a rotten condition and is perfectly safe, only light engines being used upon it."

Mr. Hall in reply affirmed his former statement, supporting it by the affidavits of two experts. The company replied by transmitting a copy of the report of Mr. Charles W. Buchholz, the company's engineer of bridges and buildings, who had been directed to make an inspection. Mr. Buchholz reported that by borings it was found that the track stringers, caps, sills and posts were sound, but he admitted that the sills upon the last three spans were somewhat decayed.

The Board directed its own inspector to make an investigation, who, in report, which faithfully and minutely described the trestle, said:

"It appears that the sills and outside braces on the east side * * * encroached upon adjoining property. This trespassing was obviated by sawing off the sills and removing the brace on that side, but which narrowed the base bearing of the bents to the same width at the caps, on the east, and which for two reasons are objectionable.

"The ground at the east end of sill is not above the bottom of mudsills, while at the west end, they are buried in the adjoining road-bed. Should the ground be softened when the frost is coming out at the east end, while the west end is still frozen, which is very likely to be the case, the result would be a settling at the short bearing, when trestle is loaded, and danger of toppling over to the east, would arise.

"This is further rendered possible by reason of the east end of the sills of two of the bents being much decayed.

"An examination of the top of the trestle at this point showed that the track could readily be moved westward and away from the narrow side, and a brace post inserted outside the main support as the original construction was; but probably at a little less batten, say one inch or even more per foot.

"The timber in these bents was all thoroughly examined by boring, and decay was found in the mudsills and mainsills of two of the bents, so much so as to require their renewal.

"The condition of the track on top of the structure at the same point was found unsatisfactory. Plank ties are used, some of which were found insecure and one rail joint was improperly supported.

"The balance of the structure requires some attention, particularly a few of the corbels between the track stringers and caps, and a number of ties and a few stringers should be renewed.

"These repairs and the moving of the line of track on the south end of the trestle, to give a broader base to the structure at that point, were fully conceded as necessary by the representatives of the railroad company, and the work of remedying these defects was to begin the same day this inspection was made.

"Your inspector would respectfully suggest that while such repairs are in progress, the company cause a general overhauling of the entire structure, at least sufficient to insure safe service for the time it is intended to use these pockets, which was stated to be probably two years longer; after that time a new location for a coal trestle was to be adopted."

A copy of this report was transmitted to the company by the Board with its recommendation that the company strengthen and repair the trestle in accordance with the suggestions of the report.

The company promptly replied that the repairs were then being made in accordance with the recommendations.

XVII.

FIRST NATIONAL BANK OF COBLESKILL v. THE AMERICAN EXPRESS COMPANY.

April 13, 1886.

This complainant alleged that he shipped a package of the value of \$4,000 by the American Express Company at its Albany office on April 28, 1884, paying the charge of \$1. On September 19, 1884, it shipped by the same express company between the same places a package of the value of \$20,000, upon which charges were paid amounting to \$10, which at the time were insisted upon as being exorbitant, but the agent claimed that the rate was correct. Shortly after that when the agent's attention was called to the overcharge of \$5, he claimed that the rate of twenty-five cents per hundred was only given on season contracts. Since, the complainant had learned from two Albany banks, that the season contract rate was less than twenty-five cents; whereupon the complainant demanded that the alleged overcharge be refunded with interest from the date of payment.

The answer of the express company that the two packages differed as to contents, one consisting of registered bonds and the other of bank notes, and that the rates applied to both were in accordance with the established schedule.

The complainant in reply asserted the package of April 28th contained registered bonds assigned in blank making the rate the same as on currency for a like amount, the package on September 19, contained railroad coupon bonds and not currency as claimed by the express company.

In turn the express company replied that coupon bonds were chargeable at currency rates and registered bonds, payment of which would be stopped if lost, at one-half currency rate. The records showing only the value fixed by the shipper, it was taken for granted that the coupon shipment contained currency.

After further investigation and inquiry from the Albany agent, the Board addressed a communication to the complainant setting forth the following points:

First, that the rate charged by the American Express Company on negotiable securities from Albany to New York, was fifty cents for a thousand dollars.

The \$4,000 for which the charge of twenty-five cents was made, was supposed to have been registered, and as such were accepted by the company; the fact that they were assigned in blank the Board was assured was unknown at the time of the receipt; if it was then the clerk made a mistake in taking them at that rate.

Second, with reference to the season contract rate given the Albany banks, the Board was informed that the express company agrees to carry all securities that may be offered to the extent of \$500,000 for \$100, which is at the rate of twenty cents per thousand dollars, and all in excess of \$500,000 to be paid at the rate of twenty cents per thousand dollars, but no package to be taken at less than twenty cents. This contract being offered to any bank or individual was not discriminating

in its character. Parties not accepting this contract were charged the same rate, fifty cents per thousand dollars. It was developed pending this inquiry, that the only shipments made by the complainant were two which were made the basis of the complaint. This closed the case.

XVIII.

C. S. BORLAND v. THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

April 13, 1886.

Mr. Borland of New Hampton, Orange county, N. Y., sent a printed copy of an agreement to the Board, informing it had been sent him by the New York, Lake Erie and Western Railroad Company to be signed by him.

This agreement set forth —

First, That in consideration of the rents and covenants therein expressed, the company leased to Mr. Borland the parcels of land then occupied by Mr. Borland for which premises Mr. Borland was to pay the annual rent of one dollar.

Second, That said premises were not to be sub-let without the written consent of the company, and were to be kept in good order and used only for the purposes of a roadway and crossing and means of ingress and egress to adjoining lands, and so used as not to interfere in any way with the railway of the company.

Third, That Mr. Borland was to assume all risk of loss, damage or injury to person or property by reason of the location of said premises and thereby released the company from all claims for such loss, damage or injury sustained by him, or by any servant or members of his family on the premises leased, whether caused by the neglect of the company's servants or employees or not.

Fourth, That the company might terminate or cancel the lease and take possession of the premises at any time upon ten days' notice to Mr. Borland.

Fifth, That Mr. Borland was to pay all taxes assessed on the buildings and improvements of his own on the premises.

Mr. Borland in a communication to the Board made the following statement:

"When the railroad was built it cut my farm in two and the company always gave me a crossing on grade and kept it in repair. The farm has already paid the company two hundred and seventy dollars to keep up the fence, and now I want to know if I have got to sign such a paper to allow me to get to my land, or have I got to pay for the privilege. Other farmers along the hill have had the same kind of paper sent them to sign."

The company in reply to a request from the Board to make answer to this complaint, made the following statement:

"There are along the line of road many persons owning lands adjoining the company's land, who use the company's lands as a means of getting to and from their own land to a street. This is mostly at or near the company's station. In many cases buildings have been erected close to the railroad line, and no other means

exist for access except by using the company's lands. There are many instances where such use has continued for years. An easement of this kind is easily acquired, much easier than a title to land can be acquired by adverse possession. It is plain that if an easement of this kind is once acquired, it practically deprives the company of the land covered by it for railroad purposes, and the company's lands about its stations have become valuable to it and needed for its own purposes. We have been seeking to cut off any claim of right of this kind by requiring all parties who use the company's lands for such purposes to take a lease. As will be readily understood we rely upon reports from the station agents and road department for information as to such occupants, and we use all possible care to see that only proper cases are included in the reports, or acted upon, if reported. In some way this "Borland's farm crossing" has been reported as a road or path, and a lease sent for him to execute. It, of course, is a case not intended to be included among the class we were looking for."

The company at once requested the return of the agreement, unexecuted, by Mr. Borland, who so informed the Board in a letter requesting a return of the agreement. This closed the case.

XIX.

IN THE MATTER OF THE THIRD AVENUE RAILROAD COMPANY.

MAJORITY REPORT.

April 29, 1886.

The investigation by the Board of the cause of the failure of the Third Avenue railroad to fully operate its road since April 16 has developed the following facts:

Sometime since an agreement was entered into between the Third Avenue road and its employees, by which the then existing differences were amicably adjusted on the basis of twelve hours to constitute a day's work for each driver and conductor, at \$2 pay to each therefor.

On April 12, the employees, alleging that such agreement had been and was being violated, presented to the president, through the Empire Protective Association, their complaints in writing as to various matters relating to the hours of labor and the wages of certain employees; also a demand that seven men named be discharged from the service of the company for the following reasons: "The five drivers named for being antagonistic and insulting, and trying to break up the Knights of Labor in general, and saying that the Knights of Labor are not fit to associate with them; the conductor named for saying that he would take out a car in case of a strike and the road was tied up; another conductor named for giving away the secrets of the organization." The president replied, as he swears, that all those matters were subjects of arbitration, except the last demand, which he peremptorily refused. The committee asked that the matter be laid before the board of directors, which was done so far only as the last demand made was concerned. The demands with regard to wages and hours were answered by the president, personally, some being conceded, others partially so and others rejected.

The board of directors considered none of the grievances except the demand for the discharge of the men, as to which it promptly sustained the president.

The committee alleges that undue prominence was instantly given to the last demand, and that had the president and his board dealt fairly with the other grievances, there would have been no strike.

Some of the complaints of the men were just, and ought neither to have arisen from the action of the company nor to have been refused prompt adjustment. For instance, some drivers and conductors on the cable roads with "swings," or intermissions of several hours between series of trips, were working considerably over twelve hours, including the "swing." This has been an invariable subject of contention in the recent strikes, and a prudent company would have remedied the grievance in accordance with the adjustment arrived at by agreement and under arbitration in such strikes. Again the Board understands that nearly all the New York roads have agreed that "trippers," or men kept for making a few odd trips each day, are to receive at least \$1.50 each, and yet the fact is that twelve "trippers," at least, on the Third Avenue road, were receiving but \$1 per day each. The road insists that this was satisfactory to their men, but still it presents on its face an apparent hardship.

The employees in the car building shop allege long-standing grievances against their foreman because of his abusive and insulting conduct. If those charges were true he was utterly unfit for his position. When the men presented the matter to the superintendent, he answered: "I know many of these things to my personal knowledge, and for a year I have been anxious to secure sufficient evidence to justify me in disposing of this person; now, it will be done at once." The company here appears very lax in pushing its inquiries as to wrongs and grievances existing among its employees, and of which its notice was at least sufficient to put it upon active inquiry.

The other complaints, as to the wages and hours of various employees, the Board has not investigated, and can only say that they were fair subjects for careful and patient investigation, and if not adjusted by the company to the satisfaction of the employees might properly have been arbitrated.

While fully justifying the company in firmly rejecting the demand made as to discharging men, as will be seen further on, the Board considers those representing the company prior to the strike to have been hasty and unwisely inconsiderate in their treatment of the men and their grievances, and not to have discharged their important duties as well toward either the company or the public, as though they had coupled the firm rejection of improper demands with coolness, deliberation, and a manifest desire to be just in other respects.

The Third Avenue Company seemed willing to precipitate a conflict upon an unjust demand presented, rather than to endeavor to compel its withdrawal by fairly and deliberately considering those matters that the men had a right to present. Had this course been followed a strike might not have been averted, but at least the company would have shared no responsibility for its coming. The demand made for the peremptory discharge of men in the service of the company was, in the opinion of the Board, properly rejected. The Board characterizes this rejection as proper, in its opinion, because it is its judgment that so long as corporations are held legally responsible to co-employees as well as to the public for the competency and efficiency of their ser-

vants, it must be left for it and its officers to determine whether men shall or shall not be discharged for reasons alleged by their co-employees or by any one else. A corporation charged with duties toward the public is by law alone responsible to the public for its employees as such. The right to hire and discharge its servants is commensurate with the public duties imposed upon the corporation, and hence the ultimate decision of all questions relating to hiring and discharging men must be left where the law places it, in the railroad management. A quasi-public corporation cannot yield to the dictation of employees nor arbitrate upon this question, because it cannot by such course relieve itself of one iota of its legal responsibility for its servants and their conduct. For an incompetent servant held to be competent by arbitrators the corporation would be as liable as ever. As a matter of good policy and of justice, the officers ought to fairly and patiently give to every man discharged a hearing and an opportunity to vindicate himself, and ought in the same way to dispose of charges by employees against each other, but more than this employees cannot ask, at least until the law is changed. A public notice posted at its depot notified discharged men that the Third Avenue road would give to them no reasons for its action. This is a harsh and unjust rule. Throughout its hearing and presence in New York the Board endeavored to urge these views upon those representing the employees, and to cause them to withdraw their demand, either that certain men should be discharged or that the question of their discharge should be arbitrated. Had the employees withdrawn this demand at the beginning of the hearing, as was done in the end, the complication arising from the hiring of many new men would have been avoided, and would not have been the only final obstacle to prevent a settlement.

The employees quit work in a body and tied up the road on Friday morning, April 16, 1886. During Friday and Saturday following the road made every reasonable effort under the circumstances to employ men to take the place of its late employees, and as fast as they could be obtained, put its cars in operation.

On Sunday, and up to five p. m. on Monday, the road did not make any effort to run its cars, though having men under pay whom it might have used for that purpose. The road explains this action by alleging that had its cars run on Sunday, the public safety would have been endangered to such an extent as to have caused riot in the community. It is added as to Monday, that the difficulty of securing proper police protection was so increased by similar strikes upon other street car lines, and the consequent scattering of the police force for the protection of their property, as to make the danger of riotous interference still greater.

The Board has endeavored thoroughly to ascertain the truth of these assertions. The Superintendent of Police and Inspector Steers emphatically asserted their ability to protect the road in running its cars, and deny having advised to the contrary, although they admit that on Saturday they acquiesced in the suggestion of the officers of the road, to the effect that, under the circumstances, it was not advisable to attempt to run cars on Sunday, while insisting at the same time that they were prepared to give all the assistance necessary to protect the company in so doing. These officers also state that they had no in-

formation leading them to believe that any conspiracy or combination existed to prevent by force the running of cars, although it was doubtless obvious to them, as to every one else, that so long as the excitement attending such a strike continued, there was danger of outbreaks. On the part of the employees it is insisted that no intention of using force and violence has ever existed, and their assertion is borne out by the fact that during Friday and Saturday, and since Monday last, there has been no substantial violence or riotous opposition. The attack upon and destruction of a car upon Monday evening was a crime deserving punishment, and goes far to justify the alleged apprehensions of the road of the danger of attempting to run its cars without adequate police protection.

The Board recently had occasion in the case of the strike upon the Dry Dock, East Broadway and Battery railroad to state the law upon the subject of the duty of a common carrier toward the public pending a strike, as follows:

"A road's charter cannot be affected, nor is it subject to *mandamus* if it is prevented by violence or riots or other unlawful interference, from operating its road, provided that in face of such opposition it makes, continues and prosecutes without intermission its efforts to perform its carrier duty. The effort must be commensurate with the public necessity, and it will not do simply to try occasionally to run a car, but the road must endeavor all the time to give the public using its lines the transportation needed, and it must continue such efforts until it succeeds in so doing. In these continued attempts to run its cars to the extent that public accommodation requires, the road is entitled to be protected by the entire power of the law, and of its executive officers and servants, against unlawful interference or molestation."

In applying the law each case must be determined by its circumstances. In the freight handlers' case the road made no effort to employ men in sufficient numbers to do the work, and attempted to do none for two weeks. The court held this conduct to be a violation of its carrier duty, and issued a *mandamus*. It is worthy of note, however, that even in that case, the Attorney-General did not, apparently, regard the case as one of forfeiture. In the Dry Dock case the road, for about two days, neither tried to employ men nor to run its cars, and hence the Board notified the company that a *continuance* of that course would compel a report to the Attorney-General of the matter. It did not thereby hold that such a neglect to operate for two days would, under the circumstances, be sufficient to either warrant a *mandamus* or an action for forfeiture. To hold that the temporary, unavoidable stoppage of operation enforced by a strike, constitutes a violation of charter obligations, would be as far from the law as though it should be held that a road temporarily prevented from operating its line by the burning of its cars, or the wash-out of its track, had thereby violated its charter. Such a construction converts the law into a club to be used by the strikers against the company. On the other hand, a company cannot, under the stress of a strike, sit down and fold its hands, and shut its eyes to the public necessities until all danger of opposition shall pass. Such a construction would in turn pervert the law into a weapon to be used upon strikers by the com-

pany. The law is to be reasonably construed, and whether appealed to in times of strike or at other times, simply and only requires that a railroad corporation shall at all times make, continue and prosecute without intermission, its efforts to perform its carrier duties, sparing no reasonable cost under the circumstances, and invoking, if necessary, the protection of the law and of the police powers of the State. Thus applying the rule to this case, the Board does not find that the Third Avenue road has violated its charter. Except on Sunday and Monday it seems to have tried to run its cars so far as it could hire help. On Sunday it probably acted wisely in not making the attempt, especially as the police authorities acquiesced in the advisability of its course. On Monday it tried to begin operation as soon as the readjustment of the police, caused by the general strike, permitted. The finding of the Board covers the case to the present time, and is not intended to advise the road that should it not meet with success in the present effort, and upon the terms thus far offered to get men for its work, that it need do nothing more than it has done or is doing. Keeping in mind what the law requires, it must be guided by circumstances. It has been incidentally claimed by those complaining before the Board, that the road has failed, and now fails, to give to the public the service which its charter requires, through its own fault, because it refuses to take back its late employees on the terms they propose. The case of *The People v. New York Central*, cited by the complainants, cannot fairly be construed so. It does not go further than to hold, that when employees strike, the company must use all the means in their power to employ other men in sufficient numbers to do the work.

Failing in one attempt, it would not seem unreasonable to require the company to make further efforts, and to offer greater inducements, if necessary, to accomplish the result of putting its road in full operation.

It has appeared before the Board, and is a matter of common notoriety, that the executive committee of the Empire Protective Association on Monday morning ordered a tie-up on all the New York street car lines, with two exceptions, and that in consequence the city and its toiling thousands were on that day without their accustomed and much needed transportation accommodations. In justification of this step the Empire Protective Association asserted that it was done as a matter of protection against an alleged combination of all the roads under an agreement on their part to sustain the Third Avenue road in its contention. The only evidence to sustain this allegation was that of Charles Davis, who testified that on the evening of April 15, 1886, Lee Lyon, a brother of the president, and manager of the Cable line depot of the Third Avenue road, but not an officer or director, said to him: "There is going to be a strike if the company will not give in, and the company will never give in, and all the other companies are with us." Under the suspicion created by this statement a general tie-up was ordered on Monday morning. President Lyon and President Foshay of the Broadway and Seventh Avenue road, under oath denied that any such agreement or combination had been made; the weight of evidence is, therefore, strongly against the position of the Association. In view of the public injury inflicted and of the entire satisfac-

tion of the employees of such other roads with their treatment, and of their desire and willingness to return to work, the executive committee were strongly urged by the Board, in accordance with every principle of justice and fair dealing, to declare the strike off upon all those lines. This was done, inasmuch as investigation had shown that in justice to themselves and to the community the course suggested by the Board was eminently proper from every standpoint.

It is perfectly obvious that the order was wrong and ill-judged, and that the Empire Protective Association proceeded to adopt this extreme and extraordinary measure without having before it any sufficient or substantial evidence of the truth of what it alleged.

At the hearing the employees offered in writing to submit to arbitration all questions between themselves and the Third Avenue road. They also proposed the same course as to the counter propositions submitted by the company as to some questions of difference. As subsequently ascertained from the employees and their counsel, they did not understand or intend, as the writing stated, to submit to arbitration the question of whether all employees should be taken back, except those guilty of violence towards the company or its property, but insisted that all employees, except those so guilty, were to be taken back in a body, as a preliminary condition to settlement by arbitration. The proposition to arbitrate, the road at once accepted as to all disputed questions concerning hours and wages, embracing some sixteen items; indeed, many of these items the road seemed ready at once to concede. The road refused to arbitrate the question of reinstating a discharged employee, or of discharging the seven objectionable men, for the reason that the board of directors was the sole and final arbitrator in such matters. It is unnecessary for the Board to again discuss this issue, as it has already held that the road was right about it. As has been stated, this demand was finally withdrawn but not until the road, as was its legal duty, had hired many new men, and the difficulty was thereby caused which finally prevented a settlement, because the company would not discharge those whom it had hired under promise of steady employment to make room for those who had struck.

The Board of Railroad Commissioners upon a number of occasions has been called upon by representatives of the Knights of Labor to investigate their grievances against railroad corporations *after* a strike has been precipitated and in the midst of its confusion and disturbance. The Board, having no power to decide finally such questions, has felt its position to be unenviable. Under such circumstances it can only labor with the corporation on the one side and with the representatives of the employees on the other to effect an amicable settlement upon proper terms. If the Board were appealed to *before* the inauguration of a strike to investigate and redress grievances, its experience abundantly proves that even from the standpoint of the employees these grievances could generally be justly remedied without inflicting upon an innocent public the wrongs and inconveniences incident to a strike, and upon employees the hardship and losses incident to a cessation of their work, and upon the corporation financial loss.

The proper method would be for the employees to present their grievances to the authorities of the railroad; if they are denied a hear-

ing or meet with a refusal or unreasonable denial, then present them to this Board.

The power of the Board to investigate all matters connected with railroad management is full and complete. Had this power been invoked after the demands of the employees had been rejected by the road and their officials, and before the recent strikes were inaugurated, it is more than probable that they would have obtained all the redress thus far obtained from the roads, without entailing upon the public, the roads, or the employees, the evils and dangers incident to strikes. A full investigation presents the issues clearly, corrects misunderstandings, cools the passions and restores the sway of reason.

Public opinion under the light of such an investigation, almost invariably compels the redress of just grievances. By hastily precipitating strikes which affect the public, laborers lose the public sympathy which usually sustains them in all just demands.

The Board has presented the results of its investigation thus fully, in order that the situation may be laid before the public, and the positions of those engaged in the controversy may be fairly presented and understood.

It has been its experience that an exposition of the facts has a healthy and beneficial effect, and enables public opinion to assert itself in behalf of right and justice toward all concerned.

The Board has no power to determine the controversy under the Commission act, but is confined to ascertaining whether the company has violated its charter. The conclusion is that no such violation has taken place, but that the Third Avenue company has thus far kept within the requirements of the law upon the subject of charter violation for non-operation.

JOHN D. KERNAN,
Commissioner.

Attest:
WILLIAM C. HUDSON, *Secretary.*

Commissioner ROGERS :

I concur in the above except that it does not appear to me that the evidence justifies the statement that the Third Avenue road "preferred to precipitate a conflict upon an unjust demand presented, rather than to endeavor to compel its withdrawal."

The demand for the discharge of the objectionable men appears to have been insisted upon so strenuously by the committee of the Empire Protective Association that I do not see that opportunity was given the company to arbitrate other grievances, just previous to the strike, on any basis other than a concession of this point.

WILLIAM E. ROGERS,
Commissioner.

Attest:
WILLIAM C. HUDSON, *Secretary.*

MINORITY REPORT.

Commissioner O'DONNELL:

This is a case where the Commission held an examination, under section five of the Railroad Commission Act, which reads as follows :

"SECTION 5. Whenever, in the judgment of the Board of Railroad Commissioners, it shall appear that any such corporation has violated any constitutional provision or law, or neglects in any respect or particular to comply with the terms of the act by which it was created, or unjustly discriminates in its charges for services, or usurps any authority not by its act of incorporation granted, or refuses to comply with the provisions of any of the laws of the State, or with any recommendation of said Board of Commissioners, they shall give notice thereof in writing to such corporation, and if the violation or neglect is continued after such notice, the Board may forthwith present the fact to the Attorney-General, who shall take such proceedings thereon as may be necessary for the protection of public interests."

A hearing on another matter was set down in New York for Saturday, the 17th of April, but a strike of the employees on the Third Avenue railroad having taken place on that day, and no cars being run on the road, the Board gave public notice through the daily press that it would inquire into the reasons therefor.

On the examination it appeared that on the morning of the 17th of April, the road did not start its cars at the usual hour of half past four o'clock, but at about eight o'clock started out cars running along at intervals to Broome street and returning. It was claimed by the company that about thirty were run during the day, from Sixty-fifth street to Broome street and return. On Sunday no cars were run.

During Monday no cars were run until late in the afternoon, but, while the hearing was progressing, the counsel of the company notified the Commission that one car had just reached the City Hall. All of the other roads in the city, except the Eighth and Ninth Avenue, had also stopped running, but with the exception of the Third Avenue have continued running since Monday.

Up to the present time the Third Avenue road has been operated partially with more or less cars, the road claiming at date, to be operating sixty cars. Ordinarily about three hundred cars are run daily. On the One-hundred and Twenty-fifth Street road no cars were run for about one week, but it is now claimed that ten cars are running on this part of the road; the portion of the road operated by cable, three and one-half miles, was not run for ten days.

This is a most important case, and, therefore, deserves careful and impartial consideration from this Board in order to determine the responsibility for the damage and inconvenience suffered by the total or partial stoppage of the cars on the Third Avenue road for an indefinite period, and upon most of the other roads for one day. The damage inflicted on the stockholders of the Third Avenue road and the other street surface roads amounts to a very large sum of money, while thousands of employees have been thrown out of work, and half a million of people damaged by the failure of the complete operation of the Third Avenue road for a period of fourteen days, and on all the other horse roads, except the Eighth and Ninth Avenue, for one day. The damage to business along the line of the Third Avenue road

cannot be measured, and a petition is now before the Board from the business men along the entire line of the road, praying for relief from the stoppage of the cars.

It is the imperative duty of the Commission not only to point out the law applicable to the case, but also to place the facts ascertained on examination of the case before the public so that equal and exact justice may be meted out and the responsibility placed where it justly belongs. While this Board has no power to compel the road to run its cars, yet its recommendations and conclusions, if manifestly just, will go far towards forming a public sentiment which in the future will prevent a recurrence of such a public calamity.

In my report I have presented, so far as seemed necessary to get at the real facts, the sworn statements of both parties, instead of my own conclusions, in order that the public may arrive at a just judgment.

At the commencement of the hearing Committeeman O'Donnell, of the Empire Association, demanded of the Commission, as a citizen, to know why the Third Avenue railroad was not fulfilling its duties as a common carrier, insisting that it was the duty of the Commission to proceed to vacate its charter.

Mr. Lauterbach, on behalf of the company, said they were ready for the investigation, and proceeded in detail to tell what the company had done on account of the strike of its employees.

Secretary Best, of the Empire Association, said if the road would pay the same wages as other roads it might be running now. It had made an agreement with its men which it has failed to keep. Mr. Lyon had seen fit to make the discharge of men, which was the last on the list of grievances, the main issue so as to gain public sympathy. As a matter of fact that was of secondary importance. Commissioner Kernan asked "If the road will grant the demand for wages and hours will the men waive the discharge of the men?" Secretary Best: "I am not prepared to answer that now, but I think they would."

After a short adjournment, Mr. Ecclesine, for his clients, submitted to the Commissioners the following:

PROPOSALS OF MEN.

The executive board of the Empire Protective Association of the State of New York on behalf of the late employees of the Third Avenue Railroad Company are desirous of submitting to arbitration the following propositions:

I. That no employee be required to work more than twelve hours per day, with one hour deducted for dinner.

II. That four trips on the Harlem branch, six trips on Sixty-fifth street branch, fifteen trips on the One-hundred and Twenty-fifth Street branch, eight trips on the Grand Central branch, and ten trips on the Cable road, constitute a day's work.

III. Compensation for conductors and drivers on the branches run by horses \$2 per day, and on the cable roads \$2.25 for grip-men and \$2 for conductors.

IV. That no more than thirty "trippers" should be run at wages not less than \$1.50 per day.

V. That hostlers, hitchers, changers, car-cleaners and all others employed in or about the depot (clerical help excepted) be paid not less than \$1.75 per day.

VI. Hostlers not to care for more than sixteen horses.

VII. That hostlers shall have one hour for breakfast and one hour for dinner within the said twelve hours.

VIII. That pavers, rammers and all labor in keeping the track in repair shall not be required to work more than ten hours per day, at \$2 per day for pavers and rammers, and all others at \$1.75 per day.

IX. That monitor men be paid \$2 per day.

X. That harness men be paid \$2.25 per day.

XI. The miller to be paid \$3 per day.

XII. That car-builders and car blacksmiths shall be paid \$2.75 per day.

XIII. Running-gear men \$2.50 per day.

XIV. Machine wood-workers to be paid \$3 per day.

XV. Blacksmith's helpers to be paid \$2.25 per day.

XVI. That all persons in the employ of the Third Avenue Railroad Company on the 15th day of April, 1886, be re-employed at the same employment they held at that date and at the rate of compensation hereinbefore set forth and at the hours of labor hereinbefore mentioned.

XVII. That Andrew Shaughnessy be reinstated to his former position on the cable road.

XVIII. That such employees of the road as have by their conduct shown themselves to be obnoxious and unfit to be in the employ of said company, shall on due proof of said misconduct be forthwith discharged from the employ of said road.

XIX. An agreement embodying the foregoing propositions to be signed by the road and to remain in force up to the 1st day of January, 1887.

XX. The strikes now pending to be discontinued forthwith, if arbitration is agreed to, with respect to every road, except the Third Avenue, and with that if the seven men are suspended pending arbitration.

In commenting upon the demands Mr. Lauterbach said that the Murphy bill provides that twelve hours shall constitute a day's labor for car drivers and conductors, deducting one-half hour for dinner, yet the men demand one hour for dinner. We are opposed to submit the questions proposed, as it may involve the retention of seventy-five men for whom we would have no use.

"We promise absolutely," said Mr. Ecclesine, "that so soon as Mr. Lauterbach agrees to submit the nineteen propositions to arbitration the strike will end and the men abide by the decision of the arbitrators, whatever that may be."

"This is not a demand you are to concede, but a question for arbitration," said Commissioner Kernan. "But supposing that it was decided against you, could you not put on extra cars and so furnish employment for your new men?" "No, sir; we are running as many cars as we can afford to run," Mr. Lauterbach also objected to section 17.

THE COMPANY'S PROPOSALS.

After consultation with the officers of the road, Mr. Lauterbach offered the following as an amended list of propositions:

I. That the strike be declared at an end.

II. That in filling all vacancies that now exist preference will be given to former employees.

III. That upon proper legal protection being given, discharged employees will be given the reason for their discharge and their explanation thereof may be presented to the president of the company, either personally or by other persons, not exceeding three, as he may designate. The president shall finally determine the question of reinstatement.

IV. That the president of the company will receive and retain in confidence and consider any communication in reference to the competence or qualifications of any employees of the company.

V. That the questions which refer only to money and hours raised by the annexed statement of grievances and numbered 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, to be left to the arbitration of the Railroad Commissioners.

"I will agree to put both papers before the arbitration committee," said Mr. Ecclesine.

Mr. Lauterbach refused absolutely to submit the questions of discharge or reinstatement, reiterating his former statement that the directors of the company alone were the proper parties to determine such points.

Another paper had been presented which is given prominence by my associates which, on being read, was claimed by Committeeman O'Donnell as new to him and unauthorized.

It will be remarked at this point that all the differences between the parties, including the demands and counter-demands, were offered to

be submitted to impartial arbitration by Mr. Ecclesine on behalf of the strikers. It is true that some days after this the Commission were informed by Mr. Ecclesine that the men did not understand that the question of taking back the men was to be the subject of arbitration, but the written offer, when all parties were before the Commission, is clear and unmistakable, and must form the basis of this opinion.

Other offers were afterward made, finally waiving on the part of the men all demands excepting, and the one offer of taking all the old employees back into the service of the company.

From the uncontradicted testimony before the Commission, the following facts appear: Sometime last January complaints were made to the road by their employees, which, not being adjusted, a strike on the road took place in the early part of March. Among the principal grievances with their employees were the hours of labor, but a settlement was finally made on the basis of twelve hours. It appears that this agreement was not strictly kept by the road, some of the employees on the cable road being worked thirteen, fourteen and fourteen and one-half hours.

STATEMENT OF GRIEVANCES.

In answer to the question of the Commission, "State what steps were taken by the employees, if any, to have their grievances investigated before the strike was ordered?" Joseph O'Donnell, chairman of the executive committee of the Empire Protective Association, swears:

"These last grievances presented were written by myself on foolscap paper; on this side was the grievances of the men in reference to the pay (illustrating with a sheet of paper), and on the other side of it was the demand for the removal, or the request at least, for the removal of these other men; the communication was on the same paper, but one part of it was on one side (illustrating) of the paper, and the other part was on that side; I wrote it out myself, and know it to be a fact that both of these grievances were presented together; I gave it to the committee, and they took it down there."

"Q. Do you know whether or not the same rate of wages were paid by the Third Avenue to its employees as were paid by other railroad companies in this city? A. I know they don't pay the same rates; I know of two men at 125th street; they bring four horses continuously all day long from the 130th Street depot to the 125th Street depot, and have four horses in charge all the time, leading one team and driving the other, who are paid at the rate of \$1 a day; I know as to the men who sweep the cars out in the day-time at the depot; they are paid \$1.25 a day; other companies pay \$1.75; I know of the watermen to be underpaid; white-washers are paid \$1.75 by other companies, and they have been paid here less than that, but lately they raised them to \$1.50 on the Third Avenue. * * * After the strike was over, there was an agreement entered into which was that no cars should work over twelve consecutive hours, and that a certain number of trippers should run on the road, and that none of them should be paid less than \$1.50 a day."

Charles Davis, a conductor, swears:

"The Third Avenue Railroad Company sometime ago signed a contract between the executive committee and themselves that the drivers and conductors should not work more than twelve hours with a half hour recess for dinner; now on the Cable line there are cars that are working from thirteen to fourteen and fourteen and one-half hours a day; numbers 8, 9, 10, 11, 12, 13, 14 and 15 work as long as fourteen and one-half hours; we receive no more pay than the men working twelve hours." * * *

William Boyle, an employee of the road, testified as follows:

"I was originally a member of the committee that got the agreement through for the Third Avenue company to give to their employees twelve hours' work with a reasonable time for meals; they did not live up to that agreement inasmuch as they run some of the cars fourteen and a half hours; all these grievances were gotten together again for a second time, in regard to the question of wages and the other question; the men asked only what they paid on other roads in New York for these several branches and asked only the same hours, and got them put in writing and appointed a committee to present these grievances; in addition to that they asked for the removal of some men that they did not wish to associate with. * * * When the grievances were taken down to the office the officials insisted on looking over the details; they came right down to where it said about discharging the men, because one of their spies was in that list, and they knew it was coming; they simply passed over the first and took up the last part." * * *

Mr. Grogan, a car builder of the company, swears:

"During my entire presence in the shop the men have had occasion time and time again and almost daily to complain in reference to the gentlemen who had charge of the work; it became so rank and exceedingly provoking at last that it was unendurable; it was talked about among the men and we called a meeting and appointed a committee to investigate the matter, and subpoenaed witnesses to testify concerning it; I, in company with another gentleman, was invited to the superintendent's house, to state our grievances, and that there might be no mistake in the matter, I reduced all that I desired to say to writing and I read it in the presence of the superintendent; we talked the matter over for some time; he then said that "I know many of these things to be facts, of my own personal knowledge, and for a year I have been anxious to secure sufficient evidence to justify me in disposing of this person" * * * said he, "if will be done, and at once." I then handed him the evidence as offered by the men, and written by the secretary of that meeting, one of our shopmen. * * * I understood that it had been handed to him and had been handed to the president. * * * If you will permit me I will read this complaint, it is a copy of the charges and abuses we wanted the superintendent to correct. This is a copy signed by the gentlemen who made the complaint.

NEW YORK, April 9, 1886.

To the President and Superintendent of Third Avenue Railroad:

GENTLEMEN—In duty to ourselves and to you, we present this, our complaint, and respectfully ask for an immediate deliverance from the wrong we have endured too long. We appreciate your gentlemanly treatment and judging from the past believe you will do justice towards us. We are sorry to be under the necessity of making an exception in the person of our foreman, whose treatment to some of us has been brutal, and to all, unmanly. At a meeting called for the purpose of considering this matter, by the employees in your shop, a committee was appointed to inquire into the charges and complaints of said men. After a long and patient hearing and mature deliberation, said committee made the following report and preferred the following charges, all of which we are prepared to substantiate if required so to do.

We charge him with being guilty of the following:

1. Drunkenness in working hours.
2. Drinking with his men during working hours.
3. Retarding the work by not providing material at the proper time, to our detriment and that of the company.
4. By profane, insulting and abusive language, provoking men to reply in self defense and then with oaths and in the most insulting and despotic manner, ordering them out of the shop.
5. By choking some, striking others in his employ, cursing the road and the president's house, and speaking direspectfully of his superiors in office.
6. In brief, treating his men more like paupers, serfs and convicts than like men and citizens. (This report was adopted by the mechanics of our shop). In the face of present and past experience, patience ceases to be a virtue, and neces-

sity compels us to appeal to you for redress and deliverance ~~by~~ the removal of — from a position he has too long disgraced by drunkenness, incompetency and dastardly behavior towards his men.

Hoping gentlemen that we will not be compelled to make an appeal elsewhere, we remain, yours, respectfully,

(Signed),

RICHARD GROGAN,
HENRY MEYERS,
FRANK PARKER,
THOMAS KELLY,
FRANK TERRIANLT.

During the examination there was no contradictory evidence or statement made by the railroad to the allegations of this witness or to the paper presented. I venture to say there is not a business man in the State who will not agree that such a foreman was an unfit man to have charge of men, or that the men were not justified in refusing to associate with him.

ANSWER OF THE RAILROAD.

In answer to the statement of the witnesses as regards the grievances, Mr. Lauterbach states: On the 14th of April, two days after, it appears that this answer was made to the grievances. First, pavers' pay as requested \$2 a day, conceded. Rammers' pay as at present to remain, as at present, \$1.75. The rammer is a man who in laying cobble-stones, rams them into place — they are not pavers they are laborers. The stablemen's pay as requested, \$1.75 per day, conceded. We conceded the stablemen and conceded the pavers' agreement, and agreed to pay laborers \$1.50. The laborers are cartmen who do outside work on the line of the road carting stone and dirt. Harnessmen, having been already advanced, pay to remain as at present.

The request to reinstate Shaughnessy on Cable road not granted. Also, the request to place on extra list Michael Mahan not granted.

As regards the demand for Mr. Phillips to receive \$12 a week not granted, present pay being sufficient.

Mr. DOWNING — That man only gets \$9.50.

Commissioner KERNAN — What do other roads pay? A. Two dollars and two dollars and fifty cents.

President LYON — It depends upon whether he is a boy or a man.

Mr. LAUTERBACH — White-washers, \$1.50 per day. They demanded \$1.75, it was raised from \$1.25. Watermen demanded \$11.55. Watermen to remain as at present as others can be found for that amount to fill their places.

President LYON — They could be replaced at a much lower figure.

Mr. LAUTERBACH — One of the men at Sixty-fifth street — the demand was made that he receive \$1.50 per day. Two changes at Harlem, \$1.25 — they are boys and can be replaced for less money.

President LYON — When this committee presented me with these grievances I said to them this was a matter of dollars and cents, "Take it back to your organization and if they are not satisfied I shall be pleased to treat with them and let me know. I said in regard to the wages of men — the money — that I thought that was a question which was a matter for arbitration, but the question of discharging men or reinstating men was not a matter of arbitration.

Upon this point, James Graham, one of the executive committee, swears: "On April 15th, four more and myself went to the Third

Avenue Railroad Company—employees having previously presented a set of grievances for redress, and the men asked the president what they were going to do with the grievances, and the president said, 'We will refer the matter to arbitration.' The men came to us and asked us to be their arbitrators. We went to the company with a set of grievances, I think there were fourteen in all; and instead of taking up the first section they began at the last and would allow us no argument whatever, and they told us that if we tied up the road we could keep it tied up for six months and they would break up the cars and live on the kindling wood."

Mr. BOYLE swears:

Q. State what was done in relation to the grievances; had the company redressed them? A. No, sir.

Q. These grievances consist not only in the hours of labor and the amount of compensation but also the removal of objectionable employees? A. Yes, sir.

Q. Was not the entire question considered by the Board? A. No, sir.

By Commissioner KERNAN—Q. Did not the president say there that they could not consider at all the question of discharging these men, but that the other questions they were ready to settle and arrange? A. They refused to consider any thing at all; they refused point blank to consider any thing at that time.

ACTION OF THE STRIKERS.

The absolute right of any body of men to refuse to work and to hold out as long as they can is unquestioned. They may demand whatever rate of wages or hours of labor they please, and no one has a right to complain. It is one of the facts of recent history that almost every concession to the laborers on railroads have been brought about by a strike. Only a few months ago and these same laborers, as well as on other roads, were toiling for much smaller wages while working fourteen to sixteen hours per day. It is not strange that the wage-earners having found an effective weapon to force some greedy, selfish corporations to concede twelve hours as a day's work that they should, as in some parts of this case, use this weapon unwisely and to their own disadvantage. The ordering of a strike all over the city as a means of defense was under a misapprehension, and was not justified. Men, in order to be strong, must be just. The warm current of public sympathy was in favor of the men during the late great strike. It aided me greatly in the part I performed while acting as arbitrator, mutually agreed upon, in the final settlement then made. The grand bearing of the Empire Association in counseling peace and order during this strike must excite the admiration and approval of every citizen, and whatever may be the final result in this case as in every other such contest the wage-earner will be strong with the public just in proportion as he respects the chief bulwarks of society—law and order.

ARBITRATION.

The proposition to arbitrate all of the difficulties finally hinged upon the proposition to take back all of the old employees except those

who had committed some overt act against the road, Chairman O'Donnell voluntarily agreeing that he should be classed with the latter. The answer of the road to this proposition was, first, that it involved the discharge of men who had taken the place of the strikers whom they had promised to continue in their employ, and that, in order to keep this agreement they would, in case of taking back all of their employees, be subjected to a pecuniary loss. Second, it was urged by the road that the submitting of the question of taking back the old employees in a body to arbitration, conceded the right of such a body to dictate to the road whom they should hereafter employ or discharge (a position not tenable, as will hereafter appear).

In the settlement of the strike on the Richardson roads, it was mutually agreed upon that all of the old employees, except those who had committed some overt act against the company, should be taken back. It was not then understood that thereby the road conceded the right of their employees thereafter to dictate to the road who should be employed or discharged, but, on the contrary, it was conceded that the road should hire and discharge whoever it pleased; in the last case the road agreeing upon request to give the person so discharged a written statement of the reasons therefor upon waiving all legal liability—a very important provision, as will hereafter appear. Had an arbitration been agreed to, the question of the right of the road to thereafter hire or discharge men would not have been passed upon at all—even had it been raised, for the Board had repeatedly informed both parties that the law under which a common carrier acted forbade any interference with the right of the carrier to select his own servants. That the Empire Association fully understood this principle I have no doubt, because it was upon this concession only that I consented to act as arbitrator in the other strike. In this view the main question was the possibility in case of an arbitration with a decision against the road, that it might have an extra number of hands to employ. It is a fair question for impartial consideration whether, even in such a case, the road which had not kept its agreement to the letter with its men ought not to have borne this extra expense in the final settlement. If the road itself had, in the first place, kept faith with the men, the case would present a far different aspect.

It would seem, therefore, that there being no unlawful principle involved in the proposed arbitration, that it ought to have been the basis of a settlement. I have little doubt had the matter of complaint been first submitted to this Board it would have been amicably settled. The railroad anticipated a strike some days in advance. More than one such apprehended strike has been settled within the last two months, on application by the parties without even the public knowing of the difficulty. A railroad is supposed to understand the office of the Board. To the general public it may be said that the humblest citizen of the State has never appealed to this Board for a redress of grievances without receiving prompt and immediate attention.

Arbitration is just now pre-eminently the favored mode of settling all difficulties. It is described by Blackstone as a practical method of settling disputes by which parties injuring or injured submit all matters in disputes * * * to the judgment of two or more arbitrators. There are now pending both in this State and in Congress acts erect-

ing courts of arbitration to dispose of such difficulties as these. It is hoped that hereafter this mode will be adopted, being just to all parties, and when universally adopted it will relieve the public from constant apprehension and trouble.

THE LEGAL QUESTION.

Railroad corporations differ from private corporations in one important respect. They are common carriers. These from the time when their rights were first determined by law, have been deemed to be the servants of the public. That eminent jurist, Justice Nelson, says (Howard, Sup. Ct. Rep., p. 464): "A public carrier is in the exercise of a sort of a public office, and has public duties to perform from which he should not be permitted to exonerate himself without consent of the parties concerned." A railroad cannot abrogate the right to select competent employees to enable it to perform faithfully these public duties. It also follows that the right to discharge such employees must remain with the public carrier. A surrender of the right to employ or discharge employees would be well-nigh criminal on the part of the railroad. But as heretofore said, I do not consider this principle involved in the offer made of arbitration, before referred to. An important question was raised by the railroad employees in the Richardson strike with regard to the discharging of faithful employees by a road. The point being, what protection has an employee against the caprice or tyranny of some subordinate official who may at any time discharge such employee. A discharge from a railroad is a serious matter to a man, for the very fact of his discharge places him on a sort of a black list so far as getting employ from another road. It may be replied that there is little or no danger of this happening because it is to the interest of a road to continue its faithful employees in their service, therefore such an employee is in no danger. As a rule this may be true, yet I know from my investigations of the horse railroads of New York and Brooklyn that there are many exceptions to this rule, imposing great hardships and anxiety upon these employees. An extreme case is where a candidate for assembly or alderman or some other office running in a district where a road is in operation, to gain votes, promises positions as a reward for votes, and after election insists that the road, which perhaps depends upon the official for legislative or other favors, shall make places for these new comers. No honest, faithful wage-earner should feel that his position depended upon any other contingency than faithful service.

Neither political influence, official tyranny or caprice should be permitted to interfere with a man's position on a road. It is right here where labor organizations have legitimate work to do, to-wit: to protect in all lawful ways their brothers in toil. In the discussion of this matter with Mr. Richardson and the committee of the Empire Association, at the strike in March, it was agreed in substance "that no man should be discharged except for *just cause*. That when discharged, upon his request the road shall give him in writing the reasons therefor, the employee waiving all legal liability on account of such reasons." Suppose under this agreement a man was discharged for being dishonest. If the man was innocent he would appeal to his labor organization for protection, and no just corporation would refuse to

re-instate him upon a proper examination, and if the corporation was so foolish and unjust to refuse, then the labor organization by all lawful means should resist. If, on the other hand, the man was guilty, he would pocket his discharge and leave. Suppose a man was discharged, as was evident in the case of O'Shaughnessy, after two years' faithful service without a complaint ever having been made against him, to make place for a man at the request of some superior, then his labor organization should insist that the reasons be given in writing therefor, and if on proper representation to the company his re-instatement was not granted, resist by all lawful means in their power. The day has gone and passed, it is hoped forever, when a laboring man's rights shall hinge upon the frowns or favors of men clothed in brief authority. Capital and labor — natural friends and mutual helpers — have been in too many cases estranged and alienated by the wrongs heaped upon the laborer from selfish, irresponsible masters. Capital enlightened, permeated with humanity, lifts up labor and is "twice bless'd; it blesseth him that gives and him that takes;" then labor, like the generous earth, will return a hundred-fold in a rich and fruitful harvest.

HAS THE ROAD VIOLATED ITS CHARTER ?

The charter of the Third Avenue railroad requires it to "run a car thereon each and every day, both ways, as often as every fifteen minutes, from five to six o'clock, A. M., every four minutes, from six o'clock A. M. to eight o'clock P. M., every fifteen minutes from eight o'clock P. M. to twelve o'clock M., and as much oftener as public convenience may require." In *Blackgood v. The Mohawk and Hudson Railroad Co.* (18 Wend. 9), the court of last resort in this State says: "If it is a public franchise and granted the company for the purpose of providing a mode of public conveyance, the company, in accepting it, engages on its part to use it in such a manner as will accomplish the object for which the Legislature designed it."

That the road has not been operated as required by its charter, is so manifest as to require no argument. For thirteen days it has not been operated in accordance with its contract, to the city of New York in the first place, and secondly to the State.

That a road cannot be required to be operated in the face of a mob where personal violence is justly feared need not be argued. The law does not impose impossibilities. Probably up to the time of the examination by the Board last week Tuesday, there was a sufficient excuse for not running the road. I doubt, however, for the last week if there has been such a valid excuse. There is no evidence before this Board that there has been any physical impossibility to prevent a running of the usual number of cars. The statement made by the president to the Board was that the road would in at least three days be running. A week has elapsed and the promise is unfilled.

It is a very serious matter to permit a railroad to lay down its contract obligations with the State. It should not be permitted for any thing but an unavoidable cause. Such a precedent is most dangerous to establish. Corporations should be held to the strict performance of their contracts with the people. There has been no unlawful duress in this case for the past week. According to all statements a body of skilled laborers stand ready to operate the road. The only reply is, in

effect, that it will compel the road to pay more — that is, employ more hands. The cost of operating the road will be more than otherwise. I do not say that this will not be a hardship to the road; nevertheless, the law is imperative. The contract calls for running a certain number of cars — the road replies that it cannot afford the cost. Suppose a citizen had entered into a contract to perform a certain piece of work regularly and in a given time. Would it be any excuse at law for him to say that this workman had struck, and on account of increased cost he must decline to perform the contract? Is a contract made by a railroad corporation with the State any less sacred? There is no evidence before the Board that the road has tried to procure employees at any other price than \$2 per day. There can be little doubt that men can be found outside of their old employees to operate the road if a larger sum is offered. The opinion of the General Term of the Supreme Court of this State must be considered as conclusive on this point. It says :

"Can railroad corporations refuse or neglect to perform their public duties upon a controversy with their employees over the cost or expense of doing them? We think this question admits of but one answer. The excuse has in law no validity. The duties imposed must be discharged at whatever cost. They cannot be laid down or abandoned or suspended without the legally expressed consent of the State. The trusts are active, potential and imperative, and must be executed until lawfully surrendered; otherwise a public highway of great utility is closed or obstructed *without any process recognized by law.*"

The plain duty of this Board is to report the case to the Attorney-General, the law officer of the State. The Board has no power to vacate the charter of the road, nor has the Attorney-General, except by due process of law; the State, however, has the right to demand of each of its officials a zealous watch-care over its interests to see on the one hand that no wrong is done to the corporations created by her authority, and, on the other, to see to it that these corporations do not fail to perform strictly their charter obligations to the people.

CONCLUSIONS.

So far as my associates have blamed the Third Avenue road, first, for not laying the matters complained of before the board of directors, and the board for not considering the grievances; second, for giving undue prominence to the last demand named in the written list; third, in considering that some of the complaints of the men were just and ought neither to have arisen from the action of the company nor to have been refused prompt adjustment; fourth, that the case of men receiving but \$1 per day is an "apparent hardship;" fifth, that in the matter of the employees' complaint against their foreman because of his abusive and insulting conduct, that "the company here appears very lax in pushing its inquiries as to wrongs and grievances existing among its employees;" sixth, the statement by Commissioner Kernan, that "the Third Avenue company seemed willing to precipitate a conflict upon an unjust demand presented, rather than to compel its withdrawal by fairly and deliberately considering those matters that the men had a right to present" — I agree.

After carefully considering the testimony upon each of these matters, in connection with the great injury already done to the public,

and to the merchants and business men residing along its line, and to the stockholders of the road as well as to the large number of wage-earners heretofore employed on the road, I confess my utter surprise that the officers of such a great and powerful corporation should have in the first instance permitted such an abuse of power as appears in the uncontradicted testimony of Richard Grogan, certified by a written document which will commend itself to every unprejudiced mind for its moderation and respectful tone toward the road. This uncontradicted statement, while not justifying the men in demanding the discharge of the seven men, if not at once investigated and remedied by the road, was a perfect justification of the men in refusing to work under such a foreman. And when the men offered to submit to impartial arbitration the entire question of the discharge of these seven objectionable men, followed by a subsequent consent even to work with them, their action in this respect stands out in favorable contrast with that of the road in not instantly offering to investigate the charges against the foreman, and to suspend him during such investigation.

The matter of the want of good faith on the part of the road in keeping their agreement to the very letter, made with their employees after the strike in March, deserves severe condemnation.

The business world and society justly expect much from the intelligence and tact of paid officers of a great corporation having charge of a large body of workmen in the way of conciliation, fair treatment, and above all, justice.

The allegation that the road did not pay the same rate of wages as paid on other roads in the city, and that the hours of labor demanded of them was in violation of the agreement made by the road in March, ought to have been arranged by the road long before a strike was precipitated. The increase of wages demanded appears in gross to have been about \$10 per day.

The statement of my associates concerning the giving "undue prominence" to the very last of a list of some sixteen grievances hardly presents to the public all of the facts. All of the sixteen grievances were not presented to the board of directors, but only the last one about discharging men (which was not defensible as will hereafter appear). One of the bitter complaints made by the committee before the Commission was that this one complaint alone was given to the public by the road for the purpose of exciting prejudice against them, while the long list of real grievances were suppressed.

Only after examination by the Board were these grievances generally given to the public. This, to say the least, was very unfair on the part of the road, the inevitable result being to provoke resistance while smarting under a sense of this injustice.

In conclusion I have to say that this is a most unfortunate contest, embittered on both sides by crimination and re-crimination. The Board spent the most of five long, weary days in trying to induce both sides to consent to a fair arbitration. The Board, with no dissent, have blamed the road for not keeping its agreement with its employees, and have otherwise criticized its management. I am sure I express the sentiment of the Board when I say it gives me pleasure however, to add that Mr. Lauterbach, the counsel, and one of the directors, so far as his individual action was concerned, faithfully endeav-

ored to bring about a settlement of the whole matter. The case is but one of a large number now before the whole country, and it behooves every citizen to carefully consider the cause and remedy for these industrial disturbances. If my voice could reach every wage-earner in this land, I would say halt. Not because I am not in full sympathy with every honest effort of the toiling masses, but, on the contrary, because I earnestly desire their entire and complete success in securing shorter hours of labor and larger pay. But the busy wheels of trade and industry must not be arrested, for upon their activity wholly depends the foundation question of whether or not there shall be any remunerative employ at all for labor. Capital is proverbially sensitive, and, to my own personal knowledge, some very important embryo manufacturing enterprises have been abandoned, all on account of these labor troubles. No greater financial calamity can happen to capital and labor in this State than the arresting of our growing manufactures. No State in the Union has increased its manufactures so rapidly in the past five years as the State of New York. This means plenty of labor with a fair remuneration. The tide has been setting with the laborers of the country but it may be stopped and the ebbing tide turned back for an indefinite time. If my voice could reach all capitalists in this land, I would urge them to moderation in their desires to accumulate wealth for themselves alone, but activity for the general welfare. What is now wanted is a generous sharing of the profits of capital with the day laborer. There are a number of forms now proposed whereby this end may be reached. When capital and labor—friends that should never be separated—mutually agree for the common good there will be general prosperity. There is one proposition already discussed which should enlist the earnest, active support of every business man in the State. It is impossible but that differences will arise as to hours of labor, wages and other matters between employers and employees. Let every such difference be submitted to impartial arbitration. Then instead of strikes and mob violence we shall have the reign of law and order. There can be no successful resistance to a fair arbitration. Let both labor and capital at once agree that hereafter every dispute shall be settled by arbitration and thousands of now silent wheels of industry will spring into activity, and confidence will take the place of distrust, confusion and hate.

JOHN O'DONNELL,
Commissioner.

Attest:
WILLIAM C. HUDSON, *Secretary.*

XX.

PETITION OF CITIZENS OF BRIER HILL, ST. LAWRENCE COUNTY,
v. THE UTICA AND BLACK RIVER RAILROAD COMPANY.

April 30, 1886.

The petitioners represented that the Utica and Black River Railroad Company refused to transport coal to Brier Hill station for such par-

ties as desired to establish a coal yard at that station, thereby compelling the petitioners, to their great inconvenience, to procure all their coal from a dealer at Morristown.

The reply of the company was that the transmittal of the complaint by the Board was the first the company had ever heard of it, that no refusal to transport coal to that station had ever been given by the company to any one.

This answer was sent to the petitioners and no reply having been received by the Board, the attention of the petitioners was called to the failure to answer. Thereupon the petitioners replied that the decision of the Board in *Nelson Burdick v. Utica and Black River Railroad Company* (page 48), covered the ground of complaint.

XXI.

PETITION OF RESIDENTS OF SAUQUOIT ASKING FOR A SUITABLE STATION BUILDING ON THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD, AT THAT PLACE.

May 1, 1886.

The petitioners in this case complained of the dilapidated condition of the station building of the Delaware, Lackawanna and Western Railroad Company at Sauquoit. They declared the building to be a disgrace to the company and the village, to be wanting in the comfort and protection which passengers were entitled to have, especially in stormy weather, when umbrellas were needed for protection from rain passing through a leaky roof. They alleged that freight was not properly protected and claimed that more passengers and freight were transported to and from Sauquoit than from any other place between Utica and Waterville, while they had the worst building between those two points. There were twenty-one signers, most of them business men of the place.

The answer of the company to this complaint was a notification to the Board that the construction of a new building had been begun. The petition was filed with the Board on September 3, 1885, and on May 1, 1886, Messrs. Savage and Dunham, whose names headed the list of petitioners, wrote the Board that the station building was completed and was "convenient and acceptable to the community."

XXII.

ELIZABETH DUGGAN v. THE THIRD AVENUE RAILROAD COMPANY OF NEW YORK CITY.

May 14, 1886.

This was a complaint that car No. 112 of the Third Avenue line in New York city was infested with bed bugs. The Board transmitted the complaint to the company with the recommendation that if the facts as alleged were true, that the cars be cleansed.

XXIII.

RESIDENTS OF SENECA FALLS v. THE SENECA FALLS AND WATER-
LOO RAILROAD COMPANY.

May 19, 1886.

This was a petition numerously signed by residents of Seneca Falls living upon or owning property on Bayard street in that village, praying that the Board would take necessary measures to prevent the laying and operating of the Seneca Falls and Waterloo railroad through Bayard street to Cayuga lake. The petition was based upon the following allegations: That the corporation existed under chapter 197 of the Laws of 1866; that nothing was done under said act until 1884, when chapter 532, Laws of 1884, was passed. At that time chapter 197, Laws of 1866 had lapsed and was null and void; that chapter 532, Laws of 1884, was unconstitutional because it conflicted with section 18 of article 3 of the Constitution; that in January, 1886, the corporation dug and tore up Bayard street without having obtained the consent of the village authorities of Seneca Falls, or of persons representing one-half in value of the property bounded on the street, or without having obtained an order from the General Term of the Supreme Court, that the proposed road would run within two rods of a school house attended by upward of four hundred small children whose only play ground was Bayard street, within the same distance of two churches; that Bayard street was the only street by which access could be had to the cemetery of the village, and that there were at times as many as five funerals per day, accompanied by processions of carriages, at which time the operation of the railroad would be dangerous to both life and property; that it was proposed to run the road to points on Cayuga lake where intoxicating liquors were sold, especially on the Sabbath, in the summer season, and that such places were rendezvous for the lawless persons of Seneca Falls, and that the lake shore was already too accessible for the youth of Seneca Falls.

The Board after much correspondence and inquiry, addressed the following communication to the agent of the petitioners:

STATE OF NEW YORK :
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, May 19, 1886.

TO DANIEL CRANE, Esq., *Agent of the Petitioners, Seneca Falls, N. Y.:*

SIR — In further answer to your petition of date of April 14, 1886, and subsequent correspondence, the Board would say that the courts are the proper tribunals to determine the questions you raise, viz.:

First, as to whether chapter 532 of the Laws of 1884 could revive the corporate existence of the Seneca Falls and Waterloo Railroad Company.

Second, whether said act is or is not in violation of section 18, article 3, of the Constitution.

The Board would suggest that the best way to determine the questions would be for you to begin legal proceedings by injunction or otherwise to prevent the further operation of the road or its extension. The decision of the court would be authoritative.

The General Street Railroad Act, being chapter 252, Laws of 1884, provides specifically for the steps to be taken in building street railroads.

The Board suggests the above course of action inasmuch as it cannot see, under the Commission Act, chapter 353, Laws of 1882, as it could by a hearing and recommendation, end or determine the controversy.

By the Board.

WILLIAM C. HUDSON,

Secretary.

This closed the case.

XXIV.

RODNEY CHURCHILL, NICHOLAS F. VISCHER AND PATRICK BRENNAN *v.* THE DELAWARE AND HUDSON CANAL COMPANY.

May 26, 1886.

On April 15, 1886, Commissioners Kernan and Rogers held a public hearing herein at Saratoga at which the complainants were present; also E. F. Bullard, counsel for complainant Churchill; the railroad was represented by C. D. Hammond, superintendent.

The complainants each own real estate in the village of Saratoga adjoining the tracks of the railroad. It has been the custom of the road to deliver coal to the complainants Churchill and Brennan upon trestles constructed and maintained by them by means of switches and side tracks, and to complainant Vischer by means of a side track, from which the coal was transferred to his premises by means of chutes into which the coal was shoveled from the cars.

These various premises together with their switches and tracks are situate between Washington and Ash streets, quite near to the depot of the company and in the vicinity of tracks very much used for the company's extensive passenger business, and at a point where its necessities for track room for the storage of coaches have of late years very much increased during the summer season. The regular business of the company requires its trains to cross Washington street very frequently. The danger and inconvenience to those using that street thus occasioned is considerably increased by the use of complainant Churchill's premises as a coal yard, from the fact that all cars carrying coal to him have to be switched to and from his yard across that street.

In 1859, Mr. Churchill built a brick store upon his land next to the railroad. Before doing so, the agent of the company at Saratoga, Mr. Cole, agreed that if the complainant would build the wall up to the height of the railroad track, the company would fill in the space between the main track and the wall. Complainant accordingly built the wall of fifty feet in length and built his store, and the company filled in as agreed.

About 1868, this wall was continued the entire length of his property by complainant; he also built transverse supporting walls and a suitable trestle for coal cars to be run on to his property and conveniently dumped. The railroad filled in between the wall and the main track as fast as the wall was built, and put in a switch from its main track to and over the length of the trestle. Since that time the prop-

erty has been in use as a coal yard, for which purpose it is conveniently located and well equipped. Since 1869, coal cars as desired have been switched on to the trestle and unloaded; other commodities have also been delivered at the store building from a side track running upon the space filled in and adjoining such store building.

Prior to making these improvements in 1868, the only competent evidence of any agreement between complainant and the road is that of the complainant, who states that before making such improvements he asked Captain Tupper, then agent at Saratoga, whether the company would fill in if he, complainant, would continue the wall; the agent replied, "put it in and we will fill it in."

Complainant's information of what took place between his uncle and the authorities of the road cannot of course be considered. It must be, however, assumed that Cole and Tupper were duly authorized to say what they did, inasmuch as their statements were immediately confirmed by the action of the company in doing the work promised.

Prior to May 1, 1866, Thomas & Brown of Saratoga were tenants of the complainant and carried on the coal business upon his premises. In January last the road leased them ground south of Ash street for a coal yard and agreed to furnish them with a side track and to deliver coal to them thereon. Thereupon the company issued an order that after May 1st, inst., no more coal would be delivered to parties having coal yards between Washington and Ash streets, thus cutting off the business of the three yards of the complainants and doing to all of them, but especially to complainant Churchill, very great and irreparable injury. The reasons alleged by the company for this action are stated in the answer, as follows:

"Defendants in further answer aver that the passenger traffic of said company between Saratoga and Albany during the past few years has increased to such an extent as to render it necessary for defendants to use every track and facility in the vicinity of their passenger depot for such passenger service; that defendants' right of way through the village of Saratoga Springs from Ash street north to the passenger depot is narrow and passes through a thickly settled portion of said village; that tracks have been laid upon every available portion of said right of way, and for a portion of said distance between Ash street and said depot there are but three tracks and at most four which are available for such passenger service; that defendants have found great difficulty and inconvenience in delivering coal to parties located between Ash street and the passenger depot by reason of coal cars used for such service occupying the tracks needed for passenger cars and seriously interfering with the movement of passenger trains and endangering the safety of the traveling public; that this evil has been more seriously felt in late years by reason of the rapid increase of passenger traffic; that during the summer months defendants run thirty regular passenger trains per day in addition to a large number of extras, involving the handling of from 180 to 200 passenger cars in the vicinity of the passenger depot; that in the shifting, handling and storing of these cars every available track of defendants from Ash street, and especially from Congress street north is needed, and even then defendants find it difficult to manage so extensive a passenger business in so small a space; that last year defendants purchased an extensive property south of its freight depot and south of said Ash street for the very purpose of transferring all its freight and coal traffic to that section, and reserving the tracks north of Ash street exclusively for passenger service; that they have expended large sums of money in making said improvements which will be of no avail in case defendants were obliged to deliver coal as heretofore to parties north of Ash street."

A careful inspection of the premises was made at the time of the hearing. A map thereof was sent to this Board by the complainant

and another by the railroad company. The reasons alleged by the latter as to the difficulties and dangers of delivering coal to the premises of Churchill in consequence of having to cross Washington street, and of blocking the main track, the Board finds can be obviated by entering the premises of Churchill from the *south* instead of from the north, as at present. This can be done by removing the switch-track from its present position and placing it in a corresponding position at the south end. This change would involve some alterations in the sheds of the complainant, but the expense would be trifling.

The Board does not deem it necessary, under all the circumstances of this case, to consider the question as to what strict legal rights have been acquired by the complainants under the agreements made with the railroad company and under their long user. It is a fair presumption, however, that the complainant was induced to incur the large expense of building his walls, storehouse, etc., by reason of his understanding from the conduct of the railroad officials that the company would deliver him freight in bulk on the side track, until the safe and convenient operation of the road required a change to be made. This privilege has been enjoyed without interruption for twenty-seven years.

In the case of *The Corning Glass Works* against *The Fall Brook Coal Company*, the Board used the following language:

"The law does not require a railroad to furnish private switches to any one. Whether it furnishes any or not is for the railroad to determine. If, however, in the exercise of its discretion in the matter, a railroad determines upon adopting the policy of furnishing private switches, and of affording facilities for their use, it is quite obvious that the rules of law governing carriers apply thereto. These facilities, if granted at all, cannot be allowed to favored shippers only, and refused to others having substantially the same claim thereto, nor can they be used as weapons of punishment or coercion. Whatever a railroad does, whether under legal compulsion or as a matter of choice and accommodation, must be done for all alike under like circumstances for reasonable compensation and without unjust discrimination. This rule cannot be questioned. It leads to no such absurd conclusion as that every one would be entitled to a private switch and that thus utter confusion in their business and serious loss to railroads would result. It is for the railroad to determine to what extent private switches shall be allowed, subject, as in every thing else relating to its operation, to the restriction that its charge for service connected therewith shall be reasonable, and that it shall not unjustly discriminate in determining who shall and who shall not have switches."

The fact that the premises of Churchill have been used as a coal-yard and warehouse for lime, cement, etc., for twenty-seven years raises a strong presumption in favor of its being a proper place for such business. If the railroad had shown that the continuation of deliveries in the manner suggested by the Board would endanger travel or seriously inconvenience its operation, the Board would sustain the road in its course. But the road has not so shown and the Board is of the opinion that the change of the switch from the north to the south of Churchill's premises would do away with all danger and most of the inconvenience.

The order of the road that no more coal and, presumably, no more freight in bulk should be delivered to parties on the long stretch of territory between Ash and Washington streets is a most serious step.

It proscribes a very large amount of property. It is a step that cannot be approved by this Board without a more urgent necessity for it being demonstrated than has been. The practical effect of the order is to create a monopoly of the coal business in favor of Thomas & Brown.

The decision of the Board in the case of *Nelson Burdick* against *The Utica and Black River Road* is not in point for the reasons, first, that the premises of Mr. Burdick had never been used as a coal-yard; and, second, the inconvenience to the railroad of delivering there was much greater than in this case.

CASE OF NICHOLAS F. VISCHER.

The case of this complainant is somewhat dissimilar from that of Churchill, in that the position of his premises to the railroad tracks is such as to make the deliveries of coal during the summer season very inconvenient, if not dangerous, to the railroad, inasmuch as coal cars have to be taken across the main tracks for delivery to his premises, and have to stand upon the company's side tracks while being unloaded instead of upon private tracks as in the case of the other complainants.

Deliveries can be made to him throughout the year with safety and convenience, except between June 20th and September 20th. The Board sees no reason why this should not be done.

CASE OF PATRICK BRENNAN.

There is no reason whatever why the track running to Brennan's trestle should not be restored and coal delivered thereto. The location of the property and the railroad approach to it are such as to make it as safe and practicable a place for a private switch as could well be desired.

CONCLUSIONS AND RECOMMENDATIONS.

The Board recommends that the Delaware and Hudson Canal Company permit Mr. Churchill to make connection with its track so as to enter his premises from the south instead of from the north, and that thereafter deliveries of coal and other merchandise be made to said premises as heretofore.

Second. That coal be delivered at the yard of Nicholas F. Vischer at all times of the year as heretofore, except between June 20th and September 20th.

Third. That the track and connections to Patrick Brennan's trestle be restored, and that coal be delivered thereon at all times of the year.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The company promptly notified the Board of its compliance with the above recommendations.

XXV.

CYRUS W. FIELD IN THE MATTER OF THE QUARTERLY REPORT OF
THE NEW YORK AND NEW ENGLAND RAILROAD COMPANY.

May 28, 1886.

On April 29, 1886, Mr. Cyrus W. Field presented the following to the Board:

"The quarterly report of the earnings and expenses of the New York and New England Railroad Company, for the quarter ending December 31, 1885, as sent by you to me, shows a net deficiency from all sources for that quarter of \$64,639.75. That road had issued at that time \$1,843,000 of preferred seven per cent accumulative stock, which draws interest from October 1st. This interest for the quarter amounts to \$33,252.50 which should have been charged, in my opinion, in the account, as it is accumulative, and would have made the deficiency \$96,892.25. Will you please advise me whether my view is correct?"

In reply to an inquiry upon the part of the Board, the company stated that the accumulation of interest on preferred stock was not included in the item of interest on funded and floating debt "for the reason that the preferred stock was in no sense a debt of the company or a fixed charge;" that it was "payable out of the yearly earnings of the property and if the net earnings of any year were not sufficient to pay the dividends, the same would be cumulative and payable out of the net earnings of any subsequent year;" * * * "there was no similarity between it and the interest on bonds, which must be paid whether earned or not."

The Board took the view, while not opposing this statement, that a report of the finances of the company which did not notice this cumulative interest which, if not paid, became a liability on net earnings of future years, was not complete and therefore made the following order:

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, May 26, 1886. }

The Board orders, that in its quarterly and annual reports hereafter, the New York and New England Railroad Company shall insert a marginal note to be referred to and to be read after the words "capital stock, preferred," which note shall state that by statute "the holders of preferred stock shall be entitled to receive out of the net earnings of the company dividends of seven per cent per annum * * * and if the net earnings shall not be sufficient to pay said dividends the same shall be cumulative and payable out of the net earnings of any subsequent year, but without interest. Said dividends and accumulations to take priority over the dividends on all other stock of the company." Amount accumulated and unpaid at the date of this report \$

By the Board.

WILLIAM C. HUDSON,
Secretary.

The company have complied with the above order.

XXVI.

JOHN H. STRAHAN *v.* THE MANHATTAN ELEVATED RAILWAY COMPANY.

May 26, 1886.

STATE OF NEW YORK:
BOARD OF RAILROAD COMMISSIONERS, }
ALBANY, May 26, 1886. }

The complaint herein in reference to alleged defects in the accounts of the elevated roads of New York city has received the careful attention of the Board.

The complainant requests —

1. "That the New York report be amended by inserting in its proper place the amount expended for construction during the fiscal year covered by the report; or, the balance sheet be amended to show the liability to the Manhattan on construction account."

The Board is of opinion that the items of construction on the New York Elevated road should appear in their proper place in the report of that company. (See rules of Board, 2nd annual report, p. 471, vol. 1.)

The reason for their not appearing this year as given by the auditor of the road is as follows:

"The indebtedness of the New York Elevated Railroad Company to the Manhattan Railway Company on construction account had on September 30, 1885, reached the figure shown in the statement (*i. e.*, \$1,060,305.94), but as a settlement of the account had not been agreed on, it stood simply a claim of the Manhattan Railway Company, no record of which appeared upon the books of the New York Company, and for this reason could only be entered as it was in the report of the New York Elevated Company.

"Since the close of the last fiscal year the New York Elevated Railroad Company has given the Manhattan Railway Company \$1,000,000 in five per cent debenture bonds which the latter company has accepted in payment, to that extent, of the claim referred to, with the additions thereto; the details of this expenditure on the part of the New York Elevated Railroad Company will appear in the next annual report."

2. The second request is:

"That the Metropolitan report be amended by inserting in its proper place on pages 3 and 4 the amount actually expended during the year for construction; and the balance sheet be amended to show the credit to the company of the excess of bonds sold over the amount expended, which is now apparently included in the item, 'cost of road.'"

The auditor of the company explains the entry by saying:

"Reference to the reports of the Metropolitan Elevated Railway Company for the years 1884 and 1885 will show \$2,000,000 second mortgage bonds to have been given the Manhattan Railway Company for construction and equipment accounts.

"On the 30th September, 1885, the sum of \$1,585,887, of the said \$2,000,000 remained unexpended, but expenditures for that account to March 31, 1886, have reduced the credit to \$1,054,165."

This Board is of the opinion that these items of expenditure for construction *ought* to appear in detail in the report of the Metropolitan Company.

This Board is also of the opinion that the entry of \$1,665,000 for "additions or betterments during the year ending September 30, 1885," when in fact the stock and bonds had been advanced to the Manhattan Company for construction to be done in the future, was not a proper entry.

3. The third request is :

"That the Manhattan balance sheet be amended by the itemizing of the 'sundries' in the liabilities column, and the 'open accounts' in the assets column, to such an extent as in the judgment of your Board may be essential to an intelligent idea of the financial condition of the Company."

The Board is of the opinion that these items should be given in greater detail.

Should either side desire to be heard before the Board shall recommend that the changes herein suggested be made in the reports, an opportunity will be given at a meeting to be held at Albany on June 8, 1886, at 10 A. M.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The auditor of the Manhattan Elevated road appeared in response to the above and, after a hearing, the Board made its recommendations, as above shown, the final order of the Board.

XXVII.

JOHN MOORE v. THE NEW YORK, WEST SHORE AND BUFFALO RAILWAY COMPANY.

May 29, 1886.

Mr. Moore, who had been in the employ of the company as signalman at the Willow Street crossing, in the city of Syracuse, informed the Board that the men employed by the company at and around the railroad bridge over the Oswego canal, were negligent in their duties, frequently absent, lounging in adjacent bar-rooms and frequently intoxicated.

Before this information could be conveyed to the company, the condition of affairs at that point had been made known to the officers of the company through another source and an investigation had resulted in a discharge of all the offending parties. This Board was notified of this action by the company.

XXVIII.

PETITION OF RESIDENTS OF THE TOWN OF MANHEIM, HERKIMER
COUNTY *v.* THE NEW YORK CENTRAL AND HUDSON RIVER RAIL-
ROAD COMPANY.

June 2, 1886.

The petitioners alleged that the bridge across the East Canada creek in the town of Manheim, forming a part of the turnpike, and that part of the turnpike just west of the bridge had been out of repair for a long time and in such condition that for a large portion of the year during high water, the highway was impassable, and they prayed that the New York Central and Hudson River Railroad Company might be compelled to build a bridge at that point.

The answer of the company was notification to the Board that the division superintendent had been directed to repair the turnpike and raise the bridge, a result satisfactory to the petitioners.

XXIX.

IN THE MATTER OF CRARY, HALL & CO. *v.* THE NEW YORK, ONTARIO
AND WESTERN RAILWAY CO.

June 7, 1886.

A written complaint was received in this case dated March 3d. The answer of the railroad was not made until May 9th. The Board was under the impression that the delay was caused by efforts being made to reach an amicable settlement. Such settlement not having been reached, however, a public hearing was had at Albany on May 11th.

The complainants were represented by Mr. Crary and Messrs. H. & W. J. Welch, counsel; the railroad by Messrs. J. B. Kerr, counsel, J. E. Childs, General Manager, and J. C. Anderson, General Freight Agent.

The written complaint of Messrs. Crary, Hall & Co. was as follows:

To the Honorable Railroad Commissioners of the State of New York:

The undersigned, a business firm doing business at the village of Hancock, in the county of Delaware and State of New York, respectfully represent: That they are engaged in the milling business at Hancock aforesaid and ship considerable quantities of feed, flour and grain on the New York, Ontario and Western railroad, from Hancock station, on said road, to the next stations south. That prior to February 24, 1886, the rates charged them for freight by the car load of twelve tons was as follows:

From Hancock to Fish's Eddy, six miles, sixty cents per ton, or \$7.20 per car.

From Hancock to East Branch, ten miles, sixty cents per ton, or \$7.20 per car.

From Hancock to Trout Brook, thirteen miles, seventy-two cents per ton, or \$8.64 per car.

From Hancock to Cook's Falls, twenty miles, ninety-three cents per ton, or \$11.16 per car.

That on the 24th of February, 1886, said company advanced the rates from said Hancock to said stations, to the following :

Fish's Eddy, \$2.60 per ton, or \$31.20 per car of twelve tons.

East Branch, \$2.80 per ton, or \$33.60 per car of twelve tons.

Trout Brook, \$3 per ton, or \$36 per car of twelve tons.

Cook's Falls, \$3 per ton, or \$36 per car of twelve tons.

That the village of Walton, on said railroad, is twenty miles north of Hancock station over a heavy grade, and consequently is twenty miles further from each of the aforesaid stations than Hancock is. And your petitioners respectfully show upon information and belief, and allege the fact to be, that the rates at present charged from Walton on flour, feed and grain are as follows, by car load:

Fish's Eddy, \$1.80 per ton, or \$21.60 per car.

East Branch, \$1.80 per ton, or \$21.60 per car.

Trout Brook, \$3 per ton, or \$24 per car.

Thus making the local rates for more than twice the distance about two-thirds the price charged from Hancock.

That the principal business in flour, feed and grain at Walton is done by the firm of Babcock & Kimball; that John Babcock, one of the members of said firm, is a roadmaster on said railroad, and it is reported that Mr. Anderson, the general freight agent of said railroad, also has some interest, as to which latter matter we have no direct knowledge or information.

Your petitioners represent that such discrimination in freight is ruinous to their business done upon said road and to all other business of the kind done from Hancock aforesaid. And it seems to us scandalous and illegal.

And your petitioners pray that your honorable body will take cognizance of the matter and do therein what the law of the case will permit in furtherance of justice.

(Signed)

CRARY, HALL & CO.

Dated March 1, 1886.

The answer of the railroad was as follows:

To the Honorable Board of Railroad Commissioners of the State of New York, Albany, N. Y.:

GENTLEMEN — In answer to the complaint of Crary, Hall & Co., of Hancock, N. Y., against the New York, Ontario and Western Railway Company, I have to say, that the rates stated by them to have been charged prior to February 24, 1886, and the rates established on the 24th of February, 1886, and the rates from Walton are correctly stated.

The complainants deal in flour, feed and grain, and are located at the village of Hancock, which is upon the line of the Erie railway as well as that of this company, and the complainants procure their grain from the West by way of the Erie road, but what arrangement they have with that company I am unable to state.

They are competitors with firms in similar business upon the line of the New York, Ontario and Western Railway Company who procure their stock from the west by way of our road.

It was the intention to fix the tariff on this class of goods so that the cost to the local dealer upon the line of our road would be the same by either route, and so that the wholesale dealer who would receive his supplies by way of the Erie road would not have any advantage over the wholesale dealer on our own line, the rate being based upon the established rate from Chicago for grain with the local tariffs added for distribution.

A careful revision of the tariff of February 24th disclosed the fact that the figures made for Hancock on car load lots were inaccurate, and the rates from Hancock have consequently been revised so that the cost for transportation by either route at the stations named in the complaint is the same.

There is no foundation whatever for the allegation that Mr. Anderson, our general freight agent, has any interest whatever in the flour, feed and grain business carried on by the firm of Babcock & Kimball, Walton, or in any business of any kind upon the line of the New York, Ontario and Western railway.

John Babcock, roadmaster in the employ of this company, purchased an interest in the elevator at Walton for the benefit of his son, but he being a minor it was necessary for Mr. Babcock to take the title in his own name until the boy should

become of age. The rates, however, were established without any reference to the fact that Mr. Babcock was interested in this business, but solely for the purpose of protecting the interests of the New York, Ontario and Western Railway Company, and of the dealers upon the line of its road.

While no unfair advantage was given or intended to be given to Mr. Babcock's firm in this matter, I am sensible that the connection of any employee with a business of this character may give rise to such inferences as have evidently been drawn by the complainants, and immediately upon receipt of the complaint I notified Mr. Babcock that he must either dispose of his interest in this business or withdraw from the service of the company. Acting under this instruction he has since discontinued the grain business at Walton, and is endeavoring to sell the real estate which he had purchased for its accommodation.

(Signed)

J. E. CHILDS,
General Manager.

It thus appears that the railroad company of its own motion has promptly removed all cause for suspicion that any of its officers are interested in the elevator business at Walton and receive special favors in consequence of their connection with the railroad. There was no evidence to show that Mr. Anderson, the general freight agent, had any pecuniary interest in the matter whatever. At the hearing, however, an affidavit was submitted from J. B. Hauck, a resident of East Branch, to the effect that the Cadosia Milling Company of Hancock, since February 24, had been given the same rates of freight from Hancock to East Branch and to Trout Brook (60 cents and 67 cents per ton respectively) as had been charged previous to that date; whereas other parties had been charged since February 24, from Hancock to East Branch and Trout Brook, \$2.80 and \$3.20 per ton, respectively; thus discriminating most unjustly in favor of the Cadosia Milling Company and against other shippers.

Mr. Anderson seemed to be somewhat in doubt as to the truth of this allegation, but did not deny it. Mr. Kerr admitted the injustice of the discrimination if true, and promised to have it promptly rectified, which the Board assumes will be done.

The question narrows itself down, therefore, as to whether the railroad is justified in imposing a "protective tariff" on grain, etc., shipped from Hancock, in order to compel dealers to receive their grain by way of Oneida over the line of the New York, Ontario and Western railroad, rather than by the Erie railroad, a competing line.

The case is similar in many of its aspects to that of George Q. Moon & Co. against the New York, Ontario and Western Railroad, to which reference is made (see page 73 of Third Annual Report Board Railroad Commissioners, vol. 1).

The railroad submitted a statement showing the tariff from Walton and Hancock to other points in existence previous to February 24, that which went into effect on that date and a further revision made in March. As it differs somewhat from the statements made in the written complaint it is herewith given for reference.

It purports also to show the through rate from Chicago per 100 pounds to certain points:

	PRIOR TO FEBRUARY 24, 1886, OLD.				TARIFF OF FEBRUARY 24, 1886, NEW.				REVISION OF MARCH, 1886.	
	Walton.		Hancock.		Walton.		Hancock.		Hancock revised.	
	L.C.L.	C. L.	L.C.L.	C. L.	L.C.L.	C. L.	L.C.L.	C. L.	C. L.	C. L.
Sidney Center ...	\$0 41 11	\$6 78 78	\$0 39 13	\$6 33 1 33	\$0 40 10	\$6 73 73	\$0 40 15	\$8 00 3 00	\$0 40 15	\$6 78 1 78
Youngs'.....	41 11	6 85 85	39 14	6 40 1 40	40 10	6 35 55	40 15	8 00 3 00	40 15	6 85 1 85
Franklin ..	41 11	6 67 67	38 13	6 25 1 25	40 10	6 67 67	40 15	8 00 3 00	40 15	6 67 1 67
Rock Rift ..	40 10	6 60 60	38 11	5 67 67	38 8	6 60 60	38 13	7 60 2 60	28 13	6 60 1 60
Cadosia	41 11	6 74 74	34 9	5 60 60	38 8	6 74 74	38 13	7 60 2 60	38 13	6 74 1 74
Fish's Eddy	42 12	7 08 1 08	34 9	8 60 60	39 8	7 08 1 08	39 13	7 60 2 60	38 13	7 08 2 08
East Branch ..	42 12	7 17 1 17	35 10	5 60 60	39 9	7 17 1 17	39 14	7 60 2 60	39 14	7 17 2 17
Trout Brook.....	43 13	7 25 1 25	36 11	5 67 67	40 10	7 25 1 25	40 15	8 00 3 00	40 13	7 25 2 25
Cook's Falls ..	44 14	7 45 1 43	36 11	5 88 88	40 10	7 43 1 43	40 15	8 00 3 00	40 15	7 43 2 43
Rockland	44 14	7 55 1 55	37 12	6 02 1 02	41 11	7 55 1 55	41 16	8 20 3 20	41 16	7 55 2 55
Livingston Manor.	45 15	7 74 1 74	38 13	6 23 1 23	42 12	7 74 1 74	42 17	8 40 3 40	42 17	7 74 2 74

Rates in heavy type are local rates from stations.

Rates in ordinary type show through rates from Chicago to stations with "arbitrary's" and local rates added.

The "through rates" given are for grain by way of Hancock. When grain comes by way of Oneida, however, the rates are materially less. For instance, to East Branch, by way of Oneida, the through rate is twenty-five cents to Oneida and eight cents arbitrary, making thirty-three cents in all instead of thirty-nine. The New York, Ontario and Western also gets a percentage of the twenty-five cents under its arrangement with the New York Central.

The theory of the tariff as stated in the answer of the road is that the final rate to any receiver of grain, etc., on the line of the New York, Ontario and Western shall be the same, whether such grain comes by way of Oneida, over a long portion of the road, or by way of the Erie to Hancock and thence over only a short portion of the road.

This theory does not hold out in fact, however, as it makes a material difference to the receiver whether the grain comes by way of Oneida or Hancock.

The fact appears to be that the remuneration is equalized to the railroad, whether the grain comes by one route or the other.

It appears to be true that the rate to the retail dealer or consumer is equalized by which ever route grain comes, provided it is stopped on the way and redistributed. For instance the through rate to Walton by way of Oneida is thirty cents—twenty-five cents plus five cents arbitrary.

If grain is there stopped and re-shipped to East Branch nine cents local rate is charged, making thirty-nine cents in all.

If it comes by way of the Erie to Hancock it is assumed that it has paid twenty-five cents to that point. Fourteen cents is there added to East Branch, making thirty-nine cents as before.

The argument of the road is in effect as follows :

Hancock is a competing point upon the Erie road and upon the New York, Ontario and Western. The Erie is a trunk line, and gives receivers of grain at Hancock the benefit of *through* rates from the west—say twenty-five cents per one hundred pounds. The New York, Ontario and Western is a local road and cannot deliver grain to receivers at Hancock at twenty-five cents. It has made an arrangement with the New York Central, however, by which grain from the west is delivered upon its line at Oneida, the intersecting point, at twenty-five cents per one hundred pounds.

When the grain is consigned to local points as, for instance, East Branch, the New York, Ontario and Western charges an additional sum for its haul called an "arbitrary," and also receives a certain percentage of the through rate.

A receiver of grain at East Branch would pay thirty-three cents freight per one hundred pounds for grain shipped to him from Chicago if it came by way of Oneida. If it came over the Erie to Hancock and thence to East Branch, he would pay twenty-five cents to Hancock, and fourteen from Hancock to East Branch, making in all thirty-nine cents.

The road claims that, if it did not make these apparently high charges from Hancock and from other points where intersected by trunk lines, it would merely distribute grain short distances for the benefit of such lines; that by reason of its sharing with the New York Central in the through rate, it can deliver at reasonable rates to consignees who receive by way of Oneida; that if it did not enforce a protective tariff at Hancock and at corresponding points, receivers by other roads at such points would drive out of business traders and millers on its own line.

The complainants on the other hand insist that their advantages of being at a competitive point should not be entirely nullified; and that freight charges "should not be greater from Hancock to the first five stations east or south than it is from Walton to said stations, Walton being twenty miles further than Hancock from each of said stations."

OPINION OF BOARD.

The Board holds in this case that the railroad is not justified in charging a greater sum for freight from Hancock to points east or south specified in complaint than from Walton or Oneida to the same points. That it should be permitted to charge an equal sum for the short as for the long haul seems to be permitting the principle of self-

protection to be exercised to the fullest extent compatible with the road's duties as a common carrier in this case.

The road is intersected by the Erie road, and those living at Hancock cannot justly be called upon to forego all the advantages of dwelling upon a trunk line where they can receive through rates, and thus to bear the whole burden of the New York, Ontario and Western's unfortunate position.

Therefore the Board is of the opinion that a greater "arbitrary" over and above through rates should not be imposed on freight shipped from Hancock to points east and south thereof specified in complaint than from Oneida or Walton to the same points.

And again, the Board is unable to see how the railroad company can maintain its freight tariff without becoming involved in precisely the discrimination alleged in the case of the Cadosia Milling Company.

Suppose, for instance, that that company should receive its grain by way of Oneida, should grind it and should then desire to distribute to East Branch. If charged the same rates as others who had received grain by the Erie, it would be paying local rates in addition to "protective tariff rates."

In order, therefore, to do justice, from the railroad standpoint, a difference in the rates from Hancock to East Branch would have to be made, depending upon whether the grain had reached Hancock by way of Oneida or the Erie.

CONCLUSIONS.

For the above reason, and for those stated in the somewhat similar case of *G. Q. Moon & Co. v. The New York, Ontario and Western* heretofore quoted, the Board is of the opinion that the railroad should not charge more for grain, etc., shipped from Hancock to points east and south thereof, embraced in the complaint, than from Walton or Oneida to same points, and so recommends. By the Board.

WILLIAM C. HUDSON, *Secretary*.

The company not complying with the above, the matter was presented to the Attorney-General.

XXX.

CITIZENS OF NUNDA v. THE LACKAWANNA AND PITTSBURG RAILROAD COMPANY.

June 15, 1886.

This was a petition of citizens of Nunda praying that the Lackawanna and Pittsburg railroad should be compelled to be operated over a portion of its line which had been abandoned on September 1, 1885. It was set forth the line run from Swain's to Nunda Junction, passing through the village of Nunda; that it was not operated except that the Buffalo, New York and Philadelphia Railroad Company ran a train each way daily from Nunda to Rochester — a passenger train which carried no freight; that no other train ran from Nunda to Nunda Junction and none whatever from Swain's to Nunda; that

no freight was delivered at Nunda; that all freight consigned to Nunda was left at Nunda Junction exposed to the weather, there being neither station or freight house there, or else at Dalton, each place being three miles from the village of Nunda and had to be hauled by teams.

The answer of the receiver of the company was that the portion of road from Swain's to Nunda Junction was leased from the Buffalo, New York and Philadelphia Railroad Company, and had never even paid for train service; that the merchants and people of Nunda had never given the line to Swain's support and used the fact that the line was there to break down rates, throwing their business to other lines; that the town had the necessary accommodations by the Buffalo, New York and Philadelphia railroad, and that he was endeavoring to give up the lease and had requested the owner to operate it.

Upon this answer, the Board cited the receiver to show cause on January 10, 1886, why that portion of the road from Swain's to Nunda should not be operated. On that date the receiver was represented by counsel, who presented an affidavit of John F. O'Brien, the general manager of the road, showing that all the rolling stock was held under a lease on the car trust plan from the Central Trust Company of New York city. That by reason of the surrender of the standard gauge rolling stock by the receiver under the order of the court, made upon application of the Central Trust Company, he had been unable to operate regularly the standard gauge division of the road, being without motive power; that he had then provided himself with motive power and he intended and believed he would be able to operate the Nunda road regularly. The counsel said that since January 8th the road had been operated and both freight and passengers had been and would be carried.

On February 22, 1886, the attorney for the petitioners informed the Board that during the month of January the road was not operated at all, that on the 4th day of February an engine was run over the road, and on the 12th, 16th and 19th of February a combination train was run and had not after that been seen. The wide difference between the promise of the attorney of the receiver and the performance, as shown by the attorney of the petitioners, was brought to the attention of the receiver, who replied by the general manager. This officer said that he had operated the road regularly, according to promise; but with only a single standard gauge locomotive at his command, it was not possible for him to give a train service of more than twice a week. He acknowledged that the service was not satisfactory, but pleaded that there was no surplus money; and, as the road was in the hands of the court, he could not contract a debt in extending a service which did not bring in a revenue sufficient to pay for it.

The counsel of the petitioners retorted that the road could hardly expect it would pay to run cars as they were run, making no connection with other trains, so that if freight for Nunda arrives at Nunda Junction, it was left on the platform exposed to storm until the Lackawanna and Pittsburg train happened along. All such freight was sent for with teams.

Finally a hearing herein was had before Commissioner Kernan at Nunda, on June 1, 1886.

At the conclusion of the hearing the complainants requested that all proceedings herein be suspended for thirty days, the case then to be deemed settled satisfactorily, unless the complainants notify the Board that the grievances still exist.

This suspension of proceedings is made upon the understanding that the road will carry out the following improvements in its service as proposed by it, to-wit :

1. Continue the service recently inaugurated, or its equivalent, and run its trains on time.
2. Establish a suitable station for freight and passengers on the site of the old station at Nunda, with an agent and telegraph office therein.
3. Provide jointly with the Buffalo, New York and Philadelphia road proper station facilities for freight and passengers at Nunda Junction, each road to bear one-half the expense of such station facilities.

The Board, therefore, recommended that the Buffalo, New York and Philadelphia unite with the Lackawanna and Pittsburg Railroad Company in providing proper station facilities for freight and passengers at Nunda Junction, each road to bear one-half the expense thereof.

XXXI.

H. BARNUM v. THE DELAWARE AND HUDSON CANAL COMPANY.

June 23, 1886.

Mr. Barnum complained that he was a passenger on a train leaving Albany destined for Plattsburgh, on May 25, 1886. At Whitehall the passengers were compelled to change into another car which was in "a very filthy condition," and had "the appearance of not being cleaned in weeks;" that the weather being cold, a fire was asked for but the passengers were told they could not have one. He further complained that only one brakeman was allowed for three or four coaches.

The reply of the company was practically a denial of the charge. It stated the train referred to was made up at Albany where all cars were cleaned before sent out and that no change of cars was required before reaching Montreal. Investigation had failed to reveal any emergency that had on May 25th occasioned a change at Whitehall; that this train was made up of the following cars, to wit: One baggage, one drawing room and two coaches on which there were a conductor, baggageman and two brakemen.

This answer was sent to Mr. Barnum's address at Binghamton, with the request that he would answer within ten days. No reply was received by the Board, and after waiting a reasonable time he was again appealed to for reply. No attention was paid to this communication, and it is assumed that the complaint is withdrawn.

XXXII.

TIMOTHY T. DICK v. THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

June 28, 1886.

Mr. Dick alleged that the Chatham trains of the New York and Harlem railroad had been, on May 27th, running for six days by one conductor instead of three a week, and that the conductor, Mr. McMickel, was worn out traveling two hundred and fifty-four miles a day while the company took off regular conductors to run cars to the races.

The company replied by sending a copy of a letter addressed by the conductor in question to the general superintendent, in which he said that at the request of the general superintendent he had consented to make the trip from Chatham to New York and return, every day except Sundays, until after the races, and proposed to do it. He was home every night, and it made only a difference of four hundred miles a week by two instead of three conductors doing the work; that he did not know Mr. Dick, and he had never made any complaint to any person of being tired.

Mr. Dick has made no reply to this answer, though twice requested to do so, and the Board presumes that he has withdrawn his complaint.

XXXIII.

JOHN D. WING v. THE NEWBURGH, DUTCHESS AND CONNECTICUT RAILROAD COMPANY.

June 30, 1886.

The decision of the Board in this case was printed in the report of the Board for the year ending September 30, 1885 (page 183), with the remark that the recommendations therein made had not been complied with as yet. Since that time they have been, and a depot building has been erected at the point indicated in that decision.

XXXIV.

C. S. WHITTAKER ET AL. v. THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

July 3, 1886.

Mr. Whittaker early in the spring of 1885, complained upon behalf of himself and neighbors in Delaware county, having lands upon the line of the New York, Lake Erie and Western railroad, that the company failed to maintain the fences on the line of the road, and therefore were in violation of the statute. When the attention of the company was directed to this complaint it promised a prompt compliance with its obligations in the matter. In a short time the complainants informed the Board that the work of building the fences had been begun by the company, and the case was reported last year as closed.

On May 5, 1886, Mr. Whittaker again complained to the Board that the fences were all down on the line of the road, and that the company had begun the work of building only to abandon it. This complaint was in due time transmitted to the company with the recommendation that if the facts were as alleged therein, the company proceed at once to remedy the defect.

The reply of the company was to the effect that the matter had been thoroughly investigated, and that it was ascertained that the defective condition of the fences was due to the failure of the complainant to keep them in good repair as he was required to do by the terms of the deeds under which the company hold the adjoining property; that the proper officers of the company had been instructed to serve a legal notice upon the complainant requiring him to build and maintain the fences in accordance with law, and that he failed to comply to put them in proper repair, in accordance with the requirements of section 9, chapter 282, of the Laws of 1854.

The Board addressed a communication to Mr. Whittaker asking him whether the allegation made by the company was true, and whether a legal notice had been served upon him. To this communication no reply has been made.

XXXV.

INQUIRY BY J. G. JENKINS INVOLVING QUESTIONS AS TO LONG AND SHORT HAUL RATES.

July 8, 1886.

Mr. J. G. Jenkins addressed the following communication to the Board:

June 16, 1886.

GENTLEMEN—I beg to call your attention to the enclosed letter from J. C. Anderson, general freight agent of the New York, Ontario and Western Railway Company, and especially the matter referring to your decision. I shipped November, 1884, a car of lumber to Schenectady on the Delaware and Hudson Canal Company railroad, shipment from Oswego to Norwich by Delaware, Lackawanna and Western, from Norwich to Sidney by the New York, Ontario and Western. Mr. Anderson, to compel me to ship by his road set about making a lot of special rates against me, and when a car from Oswego was sent out on another road but touched his at all he would, if he found it, charge me *many times* the open regular rates, in order to force the trade to his road. My business has been and is commission, and I pay the freight to the different points, and I have conceived it to be to secure as low freight as possible, and when I could get a rate, say Oswego to Norwich, and add local from Norwich to Sidney, and by so doing could save to the party who sent his goods to me from five to eight dollars per car, I conceived it to be my privilege and duty to do it. The car I shipped November, 1884, was weighed at 30,000, and I was charged on the same—

Norwich to Sidney	\$36
The regular open rate is 80 cents per ton.....	12
Overcharge	<u>\$24</u>

Mr. Anderson claims that under decisions by you, that you would sustain him in this, and I claim that he totally misunderstands the matter, and that you made no such decision; and I claim that he cannot charge me more than the regular open rates for the same kind of property. I am not now presenting this case for your decision, but I ask you to say whether or not your decision is as he states it. It is none of Mr. Anderson's business where the property went from to Norwich; he has only to do with it from Norwich to Sidney.

Yours truly,
J. G. JENKINS.

The following is a copy of the letter from the general freight agent of the New York, Ontario and Western Railway Company, referred to in above letter:

J. G. JENKINS, Esq., *Oswego, N. Y.*:

DEAR SIR—Your favor of the 5th inst. in regard to overcharge claimed on shipments of lumber from Norwich to Sidney is at hand. I had supposed that this matter was settled. I note what you say in regard to bringing the matter before the Railroad Commissioners, and would call your attention to their published decision in a number of similar cases in which they give authority to the railroads not to charge a greater rate for a shorter haul, but the same rate that we would have received from Oswego to Sidney, had the shipment been made over our own line. They would readily understand, of course, that your aim in shipping via Delaware, Lackawanna and Western and Norwich was simply to break down our local rates for your individual benefit. * * * * *

J. C. ANDERSON,
General Freight Agent.

The reply of the Board was as follows:

ALBANY, *July 8, 1886.*

J. G. JENKINS, Esq.:

DEAR SIR—In answer to your communication of June 16th, the Board encloses copies of decisions made in cases involving questions as to long and short haul rates.

The Board has not held that one shipping as you do can be charged more than the regular local rates from Norwich to Sidney; nor that such rate shall be so high as to discriminate against a shipper from Oswego, who ships by the Delaware, Lackawanna and Western to Norwich, in favor of a shipper to Norwich by the New York, Ontario and Western. The Board has never held in principle that on goods delivered to it at Norwich for Sidney, the New York, Ontario and Western can charge as the local rate, the rate from Oswego to Sidney.

In the case of Crary, Hall & Co., the Board found the railroad charging a low rate on through shipments from the west via Oneida and Walton to East Branch, and hence it held that the road ought not to charge mere from Hancock to East Branch than the "arbitrary" from Oneida or Walton. It by no means follows that whatever the rate from Oneida or Walton to East Branch, the same can be charged for the shorter distance, or that in every case the road may charge for the short as much as for the long distance. That depends upon the circumstances, to be ascertained in each case.

By the Board.
WILLIAM C. HUDSON,
Secretary.

XXXVI.

DR. E. G. SIHLER v. THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

July 9, 1886.

Dr. Sihler set forth in a communication to the Board, the legal obligation resting upon the New York Central and Hudson River Railroad Company to carry passengers at the rate of two cents a mile, and then alleged that he had been charged more than once, from One-hundred and Twenty-fifth street to Yonkers and Tarrytown respectively, thirty and fifty cents, being the regular charge from the Grand Central depot at Forty-second street, which would be, if the complainant was correct in his premises, an overcharge of eight cents in each case.

The New York Central and Hudson River Railroad Company in its answer, pointed out that the passenger from the Grand Central depot at Forty-second street to Yonkers or Tarrytown, passes over the New York and Harlem railroad to its junction with the Spuyten Duyvil and Port Morris railroad, and then over the latter-named road to its junction with the Hudson river, and then over the Hudson river to Yonkers or Tarrytown as the case may be; that section 12, chapter 263, Laws of 1831, authorized the New York and Harlem Railroad Company to fix passenger rates, without limitation as to amount; that section 3, chapter 9, Laws of 1850, amending section 17, chapter 216, Laws of 1846, limited the Hudson River Railroad Company for way travel to two and a half cents per mile during December, January, February and March, and to two cents per mile during the remainder of the year; that chapter 706, Laws of 1867, authorized the formation of the Spuyten Duyvil and Port Morris Railroad Company with power as granted by the General Railroad Act (chapter 140, Laws of 1850, section 28, sub-division 9), to charge three cents a mile; that the Consolidation Act, chapter 417, Laws of 1869, vested in the consolidated company the franchises of the consolidating companies; that chapter 475, Laws of 1886, amending chapter 185, Laws of 1857, made it lawful to take the legal rate for one mile for any fractional part of a mile; and that the courts (*Johnson v. Hudson River Railroad Company*, 49 N. Y. 455) decided that the Hudson River railroad was authorized to charge three cents per mile; that the application of these statutes to the distances from the Grand Central depot (Forty-second street) and One-hundred and Twenty-fifth street to Yonkers and Harlem would show that the company is authorized to charge forty-eight cents from the Grand Central depot to Yonkers and from One-hundred and Twenty-fifth street thirty-six cents, whereas to both places the charges were only thirty cents, and from the Grand Central depot to Tarrytown a charge of seventy-eight cents, and from One hundred and Twenty-fifth street to Tarrytown a charge of sixty-six cents, whereas the company did only charge fifty cents; and finally, that the complainant had erroneously supposed that the limitation of two cents a mile on the New York Central railroad applied to the roads of the company south of Albany.

As the complainant has made no reply to the answer of the company, the Board presumes he is satisfied with the answer.

XXXVII.

GILBERT DU BOIS v. THE NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

July 12, 1886.

Mr. Du Bois complained on June 25, 1886, to the Board of a regulation enforced by the New York, Ontario and Western Railway Company, whereby the tool chests of traveling mechanics were treated as freight rather than baggage, as in the judgment of the complainant it should have been, and set forth at some length the delay and annoyance the enforcement of the rule had occasioned himself and some mechanics employed by him.

The company admitted on July 12, 1886, that such rule had been in force up to July 1, 1886, but that on that day it had been changed so that it read "tool chests, when accompanied by owners, having no other effects, will be considered as baggage; 150 pounds allowed."

The complainant expressed satisfaction with the result.

XXXVIII.

JAMES BROWN v. THE NEW YORK, BOSTON, ALBANY AND SCHENECTADY RAILROAD COMPANY.

July 20, 1886.

The complainant alleges that he and others are judgment creditors of the above-named railroad; that it is insolvent, and has so remained for over a year. The petition is that the Board shall report the case to the Attorney-General, in order that steps may be taken to annul the corporate rights and powers of the corporation. The answer does not deny the insolvency, but alleges that it is engaged in litigating with complainant.

Under section 5 of the Commission Act there is at least some doubt whether it was designed that this Board should take action in such a case as this.

Under sections 1785 and 1808 of the Code, a judgment creditor can request that the action to dissolve the corporation be brought by the Attorney-General; he can himself bring an action of sequestration under section 1784.

Inasmuch, therefore, as the complainant is in a position to apply to the Attorney-General directly, or to begin an action of sequestration himself, the Board deems it more proper for it to refuse this application, without considering the question of whether, upon all the facts, an action to dissolve the corporation ought or ought not to be brought.

By the Board.

WILLIAM C. HUDSON.

Secretary.

XXXIX.

IN THE MATTER OF THE CONESUS LAKE SALT AND MINING COMPANY
v. THE CONESUS LAKE RAILROAD COMPANY.

July 20, 1886.

The complainants allege that they are paying the Conesus Lake Railroad Company three dollars a car for a haul of one and a quarter miles to Trew's Station, the point of intersection with the Erie railroad, whereas, the Silver Lake Ice Company are paying the same railroad for the same haul one dollar.

The Conesus Lake Railroad Company, in its reply, alleges that the rate of three dollars per car for hauling the salt of the salt company is insufficient and unremunerative; that the contract with the Silver Lake Ice Company calls upon the Erie railroad to furnish cars and motive power for the transportation of ice from Conesus lake to Trew's, the Conesus Lake railroad only furnishing trackage upon a large guaranteed tonnage in train loads.

The Board is of the opinion that there is no unjust discrimination shown in this case; that the rate of three dollars per car, or about one cent per hundred pounds, is not excessive as compared with rates on other railroads.

It is pertinent further to say that the operating expenses (excluding all taxes) of the Conesus Lake Railroad Company for the year ending September 30, 1885, were one hundred and thirty dollars more than the gross earnings from operation.

The complaint is dismissed.

By the Board.

WILLIAM C. HUDSON,

Secretary.

XL.

IN THE MATTER OF THE PETITION OF CITIZENS OF MECHANICVILLE
FOR THE REMOVAL OF THE PRESENT JOINT STATION OF THE DELAWARE AND HUDSON CANAL COMPANY, AND OF THE BOSTON, HOOSAC
TUNNEL AND WESTERN.

July 20, 1886.

In the early part of the year 1885 the Delaware and Hudson Canal Company moved its passenger station at Mechanicville from its then site on Park avenue, to its present position at a considerable distance from the center of village. The approach thereto is very inconvenient and dangerous, and no means of access has been provided except through private property.

Complaint was made to this Board by the village board of health, and on October 27th last the following recommendation was made after a hearing of all the parties in interest and an inspection of the premises:

"On October 6, 1885, Commissioners Kernan and Rogers inspected the depot, surroundings and approaches thereto at Mechanicville. The present highway

approach from the village is, highly dangerous. It cannot be made a safe highway for travel by flagmen, gates or otherwise. The private road as it is marked on the blue print presented, running from Railroad street, so marked on said map near the depot and along which the street car tracks run, should at once be opened and worked as a public highway. Were it clear that the railroad could condemn land for the purpose of opening this street to its depot the Board would deem it to be its duty to so recommend. The street is really for its benefit, since it terminates at the depot.

"It being exceedingly doubtful whether the railroad can take the necessary land for the street by condemnation proceedings, the suggestion of the Board is, that the proper authorities at once take steps to open and grade this street, upon the understanding and agreement with the railroad company that it will pay the expenses and damages attending such opening and grading."

A letter was received from the Secretary of the Board of Health, dated November 8, 1885, expressing satisfaction with the above recommendation, but nothing was done by the railroad company or village authorities to conform thereto.

The general manager of the railroad company states that the reason of such failure on his part was his inability to make satisfactory terms with William C. Tallmadge, through whose property the highway was to be opened.

Mr. Tallmadge in a letter to the Board of June 21st states that he agreed to Mr. Young's proposition, which was to give \$250 and an annual pass, subject to the approval of the company; that subsequently Mr. Young informed him that the company would not give the pass, and the proposition fell through; that since then he had not spoken to Mr. Young.

In the opinion of the Board the pecuniary consideration was a very moderate one, nor can it see that any vital principle would have been violated in giving an annual pass for a valuable consideration.

The village authorities informed the Board that they took no action in the matter, being advised by counsel that no authority was given by law to force a highway to a point where there was no connection with any other highway; into a cul-de-sac in other words.

The Board does not find that this point is well taken, and deems the probabilities to be that the inaction was the result of no very lively desire to open the road in question.

In December the Board was requested by representatives of the citizens to suspend further action at that time, as negotiations were being entered into looking to a change of site of the depot.

On January 28th a letter was received from Mr. Young, the general manager of the railroad, to the same effect.

The narrative of the negotiations and final failure thereof is herewith given, being a communication from the village authorities and Board of Health.

"To the Honorable the Board of Railroad Commissioners :

MESSERS — In the action of the Board of Health of Mechanicville against the Delaware and Hudson Canal Company, the Board of Health, conjointly with the village authorities, beg to submit the following account of past efforts looking to a satisfactory solution of the question, and a formal appeal to the only source from which we can hope for redress from our grievances.

At the suggestion of your Board, the railroad company were communicated with, which resulted in a conference between the railroad officials and a committee selected at a meeting of our citizens.

At this conference our committee first submitted a proposition as follows:

In view of the fact that the passenger station had been moved to a remote and inconvenient locality, and that, too, in utter disregard of a numerous signed remonstrance against such removal by our people; also of the fact that the only approach provided by the railroad company was through private property, over which neither they nor the village could exercise control; also of the fact that such approach was universally conceded to be highly dangerous and could not be made otherwise; therefore the citizens offered as a solution of the difficulty to be content with a portion of the present freight-house, which, by voluntary contribution, we propose to repair, and in a modest way make tolerable as a waiting-room, provided the railroad company would halt their trains at that point.

The railroad company, in a seeming spirit of accommodation, made what at the time our committee earnestly hoped would prove an exceedingly fair and generous proposition, and one looking to a perfectly satisfactory solution, viz.:

They, the railroad company, would move their freight-house to another site, thus making an excellent one for a passenger station, upon which site the railroad company proposed to erect the foundation to and including the water table, said foundation adapted to a superstructure, the plans and specifications for which, their architect would submit at a later day.

To assist our committee to erect this superstructure, the railroad offered to convey the present passenger station, together with the land upon which it stands. With this proposition the conference ended to await the arrival of plans and specifications. These plans, upon arriving, were found to call for an elaborate structure, nearly or quite three times the size of the present station and upon which no estimate could be obtained less than *ten thousand dollars*. The size and character of the building being so manifestly extravagant, our committee waited upon the railroad officials and obtained modifications that elicited from our committee the following propositions, viz.:

1st. The railroad company should allow our committee \$1,400 in consideration of the greatly increased size and cost of the proposed structure over the one now in use.

2d. The railroad company should allow our committee to construct the foundation, allowing therefor \$1,600, their own architect's estimate of cost.

3d. The railroad company to furnish free transportation for material used in the erection of the proposed building, said material to be loaded and unloaded by our committee.

4th. *Conveyance of the present station and site.*

In consideration of the first three propositions and the subscriptions pledged, our committee found a builder ready to enter into contract for the erection of the building according to the modified plans and specifications, and under the supervision of an inspector appointed by the railroad company, he, the builder, taking as payment in full the real estate offered by the railroad company, viz.: the present station and site.

Examination into the title of the property proposed by the railroad company to be conveyed develops the fact that the conditions of their deed as well as the one held by the parties from whom they made their purchase are such as to open a grave legal question whether the said property can be used for other than railroad purposes without reversion.

Here negotiations ceased, and a long time having elapsed without result, save to make more and more apparent the utter disregard of the railroad company for our convenience and safety, and to give rise to the conviction that they were merely temporizing, we, therefore, pray your intervention in our behalf and that at an early day."

In consequence of the failure of these negotiations another hearing was had before the Board on June 8th and again on June 21st. After long discussion and conference the final outcome was that the citizens of Mechanioville offered to subscribe \$2,500 toward the building of a new depot on the site of the present freight-house, the depot not to cost more than \$5,000 in all; drawings, plans and estimates were presented showing its practicability. It was to be constructed under the supervision of the railroad authorities so as to be convenient in all

respects for the railroad's business. The freight-house was to be moved to another site, to be given by the village.

The proposition, however, was rejected by Mr. Young.

A petition was also presented to the Board against moving the depot and an argument made by C. A. Waldron, Esq.

It appeared, however, that Mr. Waldron did not live in Mechanicville, and that the petitioners represented a very small number of residents, all living or owning real estate near the present depot. A subsequent petition, very numerously signed, has been sent to the Board in favor of removing the depot. There can be no doubt that the sentiment in favor of such removal is overwhelming and substantially unanimous on the part of the citizens of the village.

The Board hoped that this matter would have been amicably settled between the citizens and the railroad company, and takes occasion to say that had its recommendation of October 27th last been promptly conformed to by the road, such would have been in all probability the case.

Now, however, there appears to be a feeling of great exasperation aroused at what the citizens claim to be an entire disregard of their rights and convenience and safety on the part of the railroad company. The citizens also assert, and it is not denied by the railroad, that at the time the present freight-house was built, encroaching upon the public streets without paying for it, it was with the distinct understanding that the passenger depot should not be moved from its then site, and that an agreement was entered into to that effect.

The railroad company on the other hand, through its general manager, insists that it has recently spent a large sum of money (\$20,000) in the construction of the present depot; that the building and site are in the most favorable position to facilitate exchange of passengers with the Boston, Hoosac Tunnel and Western railroad, and to accommodate the traveling public generally. It claims that the company, within reasonable limits, has a legal right to determine for itself the location of its passenger depot. (*N. Y. C. & H. R. R. v. Kip*, 46 N. Y. 553; *In re N. Y. C. & H. R. R.*, 77 id. 263; *Id. v. Met. Gas-Light Co.*, 63 id. 326.)

"That the Court of Appeals has gone a great way toward leaving the selection of lands and location of depots a matter of absolute discretion with the railroad company, and will only interfere with the exercise of that discretion in extreme cases of willful or wanton abuse of that power; that no such willful, wanton or malicious abuse of such discretion has been shown in this case as to warrant the interference of the court or Commissioners."

The general manager of the Boston, Hoosac Tunnel and Western Company also protests against moving the station, upon the ground of its necessitating an additional backing of the passenger trains of that road.

OPINION OF BOARD.

1st. With regard to the physical conditions:

The Board deems that the road is fairly estopped from pleading any insurmountable physical objections to moving the depot from the present site to that of the freight-house.

First, for the reason that the company has been negotiating and agreed to move the depot under certain conditions; which negotiations fell through for financial reasons; and,

Second, the general manager admitted to the Board in the outset that there were no serious physical objections.

The objection of the general manager of the Boston, Hoosac Tunnel and Western Railway Company that the change would require the bucking of his trains an additional 858 feet, is, of course, to be taken into consideration. But the Board does not deem that the avoidance of this slight inconvenience and loss of time is of sufficient importance to justify the citizens of Mechanicville to be subjected to this very great inconvenience and danger.

2d. With regard to the legal questions:

First, the cases cited by Mr. Young are exclusively those in which a railroad has taken measures to condemn land for its own purposes, and has been resisted by the owners thereof, and do not in any way affect the question of the duty of a railroad to so locate its stations as to accommodate the public living on its line.

Second, section 6 of the act creating a Board of Railroad Commissioners (chapter 353, Laws of 1882) provides:

"Whenever, in the judgment of the said Board of Railroad Commissioners, after a careful personal examination of the same, it shall appear that * * * any addition to or change of the stations or station-houses * * * is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the said Board shall give notice," etc.

Under this section it is not only within the power of the Board, but it is its duty to make such recommendations as it deems just.

Third, the Supreme Court, in General Term, fifth department, in the case of *The People of the State v. N. Y., L. E. & W. Ry. Co.*, has just decided a case affirming an order of the Special Term directing the issue of a peremptory writ of *mandamus*, requiring the defendant to construct and maintain a *suitable depot building* at the village of Hamburg, in the county of Erie. The action was brought by the Attorney-General in conformity with a recommendation of this Board; the railroad corporation having failed to conform thereto.

In a former case before this Board, very similar to the one under consideration (*Citizens of Haverstraw v. N. Y., West Shore and Buffalo R. R.*, 2d Ann. Rep. 192, vol. 1), the following language was used:

"In view of the rights and privileges delegated to a railroad by the State, surely no greater obligation can rest upon it than to so locate its stations as best to accommodate the population living along its line. To thus locate a station a mile and a half from a village of 4,000 population while a desirable site exists within a quarter of a mile is indefensible, and, so far as the Board is aware, is without parallel in the State."

The above language, the figures being changed, is applicable to the present case, with the additional statement that grave danger attends the approach to the present station.

An inspection of the premises shows that a more inconvenient spot could not have been selected. To make it at all reasonably convenient for the residents of Stillwater and vicinity, a road should be put across the tracks near the depot.

This would be in the highest degree objectionable on every ground of safety.

An underground crossing which Mr. Young offered to join in constructing with the B., H. & W. road and citizens of the village would cost more than a new station, and is, therefore, not to be considered.

For the above reasons the Board feels it its duty to recommend the Delaware and Hudson Canal Company to accept the proposition of the citizens of Mechanicville, *i. e.*, to erect a new depot on the site of the present freight depot, upon receiving adequate security from said citizens, for the payment of \$2,500 upon the completion of said depot, and upon receiving legal permission from the village authorities of Mechanicville to construct a new freight depot as proposed, on the new site therefor.

By the Board.

WILLIAM C. HUDSON, *Secretary*.

Refusing to comply, the matter was referred to the Attorney-General.

XLII.

E. DOOLITTLE *v.* THE BOSTON, HOOSAC TUNNEL AND WESTERN RAILROAD AND THE DELAWARE AND HUDSON CANAL COMPANY.

July 24, 1886.

Mr. Doolittle, of Schuylerville, complained that he had been charged one dollar for transportation of a barrel of oil from Troy to Schuylerville, while others were only charged thirty-five and forty cents, by the Boston, Hoosac Tunnel and Western Railway Company.

The answer of the Boston, Hoosac Tunnel and Western Railway Company, was that the rate was not made by that company, but by the Delaware and Hudson Canal Company, which company had taken the oil at Troy, and that the Boston, Hoosac Tunnel and Western railway had acted only as a delivery agent. When the attention of the Delaware and Hudson Canal Company was drawn to the matter, its general freight agent promptly declared that it was a mistake of the way-bill clerk, using the first class merchandise rate rather than the special rate of twenty cents per one hundred pounds for kerosene in barrels, and that the overcharge had been refunded.

XLIII.

IN THE MATTER OF THE COMPLAINT OF CITIZENS OF WHITESTOWN AND NEW HARTFORD *v.* THE HORSE RAILROADS OPERATED BY THE UTICA, CLINTON AND BINGHAMTON RAILROAD COMPANY.

July 27, 1886.

The following complaint was lodged with this Board about the first of April last:

To the Honorable the Railroad Commissioners of the State of New York:

The undersigned, residents of Whitestown and New Hartford and patrons of the surface railroad, operated as a horse road, under the corporate name of the

The delay caused by down cars meeting up cars at the upper switch on the New Hartford branch is a difficult matter for the company to remedy, owing to the fewness of its turnouts. The Board believes that this vexatious delay for down passengers could be remedied by putting an extra horse on the up cars so as to quicken the time up Genesee street, and so recommends.

It was obviously the practice of the old company to remove snow in an easy-going and parsimonious manner, starting a scraper just ahead of the first morning car and letting the car and its passengers stand the delay incident to such close following. This has nothing to do with the present management, except to serve as a warning for the future so that more vigorous measures may be adopted.

With regard to the fifth subject of complaint, viz.: that the cars are altogether too crowded between five and six o'clock P. M., it is quite evident to the Board, and that this complaint is of long standing and well founded. Two cars should invariably be started at six o'clock P. M., on each line.

With regard to the sixth petition, viz.: that cars should be started at six o'clock A. M. from New Hartford and Whitestown in order to accommodate residents that might be induced by such service to live at those places, the Board hardly feels authorized to make such a recommendation. The statute defining the duties of railroad corporations is to the effect that, "every such corporation shall start and run their cars for the transportation of passengers and property at regular times, to be fixed by public notice, and shall furnish sufficient accommodation for the transportation of all such passengers and property as shall within a reasonable time previous thereto be offered for transportation at the place of starting," etc.

While it may be true that increased service at this time in the morning would induce people to live at New Hartford and Whitestown who now live at other points within or nearer the city of Utica, it is hardly within the province of the State to compel a railroad corporation to undertake such service. It was generally admitted by the witnesses that the experiment could not be satisfactorily tested within a less time than a year's trial, during which period this six A. M. car would not pay. It appears to the Board, however, that it is a subject that the railroad company might well take into serious consideration. It certainly is to its advantage to encourage the building up of population upon the line of its road.

Seventh, with regard to the petition to reduce the fare :

Section 33 of the General Railroad Act provides that "the Legislature may, when any such railroad may be opened for use, from time to time alter or reduce the rate of fare, freight or other profits upon such roads ; but the same shall not, without the consent of the corporation, be so reduced as to produce with said profits less than ten *per centum* on the capital actually expended ; nor unless on an examination of the amounts received and expended, to be made by the Board of Railroad Commissioners, they shall ascertain the net income derived by the company from all sources for the year then last past shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended."

In consequence of a complaint made to this Board by the common

council of the city of Utica in 1884, a careful investigation of the accounts of the Utica, Clinton and Binghamton railroad was made (see p. 144, 2d Ann. Rep. of R. R. Com., vol. 1). It was shown that the cost of the steam road and of the horse road had been very carelessly kept, and that it was impossible to separate them so as to arrive at a distinct determination as to their respective costs.

The cost of the horse road, as reported by the company to the State, September 30, 1883, was \$332,627.29; from the best information that could be put at the disposal of the accountant of the Board, however, he reached the conclusion that \$223,355.20 was nearer the absolute cost. This, of course, included equipment, real estate, and everything necessary for its operation.

As this corporation includes both steam and horse railroads it might be properly claimed that the ten per cent income applied to the income upon the whole property, horse as well as steam.

Inasmuch, however, as the net income upon the horse and steam roads combined is concededly far within ten per cent, there can be no hardship to the complainants, for the sake of argument, to estimate the net income upon the cost of the road and equipment of the horse lines. Suppose this to be \$223,355.22.

The income account of the horse roads for the year ending September 30, 1885, was as follows:

Gross earnings from operations	\$43,513 16
Deduct operating expenses and taxes	31,995 82
Net earnings from operation	<u>\$11,517 34</u>

This sum is substantially less than ten per cent upon the capital actually expended, as found by the accountant, whatever view may be taken of the precise meaning of those words.

The Board, therefore, does not feel justified at present in positively recommending a reduction of fare. It suggests, however, to the authorities of the road to seriously consider the propriety of selling commutation tickets at as greatly reduced price as possible. The commutation rates heretofore offered to purchasers of \$25 or \$50 worth of tickets have not been of much use either to the road or to the public; commutation rates to aid either must hold out advantages to all, and must be within reach of those of limited means. A low commutation rate to those that will invest \$25 or \$50, is of no use to the majority of the patrons of the road, and only benefits those who can afford to pay the higher rate. The lowest rate the road can afford should be given to those who will buy \$1 worth of tickets. It would appear to be good policy to put the New Hartford commutation rate as low at least as the Whitestown rate, to-wit, twelve tickets for \$1.

Eighth, with regard to the long hours of duty alleged to be imposed by the road upon drivers:

There was no complaint received from the drivers themselves on this score, but the testimony showed beyond doubt that very long hours prevailed. A statute was passed last winter (being chapter 151

of the Laws of 1886) prescribing twelve hours' labor, with reasonable time for meals, as a day's work in the operation of all street surface and elevated railroads * * * whose routes lay partly within the limits of cities of more than 500,000 inhabitants. While it is true that this law has no application to the case in point, there appears to be no reason why a man in a small city should work fifteen hours while a man in a large one should be restricted to twelve. The Board is of the opinion that such long hours of labor are wrong even if they can be exacted without protest. It deems that they should be reduced to twelve.

Throughout the hearing and investigation the Board has been impressed with the idea that the present board of directors has desired and endeavored to remove just grounds of complaint, but that it has been and is continually hampered by the fact that the practical operation of the road has fallen into a rut, out of which it seems impossible to move it. More complaints have come before this Board against this road than against any other street railroad in the State as to matters of convenience, comfort and accommodation.

The treatment of the public by the superintendent has been much complained of. He seems to regard those presenting complaints or requests to him, or to this Board, as intruders who seek "to run his road." He is highly commended by the officials of the road for faithfulness, honesty, and for his devotion to what he believes to be the best interests of the company, but he should be made to understand that he must make the service satisfactory; that the methods of twenty years ago will not do to-day, but that the service must improve and keep pace with the growing requirements of Utica and its suburban towns.

The complaints generally appear to have been a series of small grievances, provoking dissatisfaction and ill-will, which never ought to have existed, or at least ought to have been promptly remedied long ago by the superintendent.

RECAPITULATION.

The Board recommends,

First, that the Utica, Clinton & Binghamton railroad ballast its track with gravel wherever needed, rather than with dirt plowed up from the sides, or with ashes or cinders.

Second, that it raise the low joints from time to time, thus rendering riding more easy.

Third, that the road publish a time card of starting and passing points and distribute the same to those desiring them.

Fourth, that additional cars be run from Utica at six o'clock P. M.

Fifth, that the hours of labor for drivers shall not exceed twelve in a day.

Sixth, that the time for a single trip shall not exceed forty-five minutes.

Seventh, that a switch properly constructed be replaced at New Hartford.

Eighth, that an extra horse be used to quicken the time up Genesee street.

Ninth, that the board of directors consider the suggestions of the Board as to an early morning car from New Hartford, as to new and more modern cars, and as to commutation rates. By the Board.

WILLIAM C. HUDSON, *Secretary*.

The company expressed its intention to comply with the above recommendation.

XLIII.

IN THE MATTER OF THE COMPLAINT OF JACOB FREILEWEH AND
OTHERS v. THE KINGSTON CITY RAILROAD COMPANY.

September 7, 1886.

By Commissioner ROGERS :

A public hearing was given in this case at Rondout, on the 27th of May, 1886, before Commissioner Rogers. William Lounsberry, Esq., and J. F. Fiero, Esq., appeared for the complainants. The railroad was represented by S. D. Coykendall, Esq., Vice-President, and S. D. Stebbins, Esq., counsel. Briefs from both sides were subsequently filed with the Board.

The substantial facts as developed by the petition and testimony are as follows:

The Kingston and Rondout Horse Railroad Company was duly organized in 1865. It built and operated a horse railroad from the ferry landing at Rondout to Kingston, beginning in the spring of 1866. The westerly end of the road ran through John street to Green street, through Green street to North Front street and down North Front street to near Kingston bridge, in the village of Kingston.

The operation of the railroad having proved unprofitable to the company, all the property, rights and franchises were sold under a foreclosure of mortgage on the 13th of May, 1879, to Thomas Cornell for \$10,000.

The Kingston City Railroad Company organized June 5, 1879, purchased the property and franchises from Thomas Cornell, conveying to him in consideration therefor \$15,000 first mortgage bonds of the company, \$46,100 stock and \$3,900 cash, as it appears by the minutes of the company. After a period of about four months the latter corporation abandoned that portion of the route from the intersection of John and Green streets to the Kingston bridge, a distance of about 2,500 feet. The tracks were left down for some time, but after the expiration of about two years they were taken up.

The railroad company now proposes to extend its road from the junction of Fair and John streets through Fair street to North Front street, thence along North Front street to Wall. It also proposes to abandon that portion of its route on John street between Fair and Green streets.

The complaint of the petitioners is in effect:

First, that those living on the line of the abandoned portion are greatly inconvenienced and that the property adjacent thereto has deteriorated greatly in value.

This Board is petitioned, therefore, to recommend:

First, that the track be re-laid and the road operated from the junction of Green and John streets to the Kingston bridge.

Second, that the road be recommended not to abandon that portion between Fair and Green streets.

Third, that it be recommended not to build that portion from John to North Front street through Fair.

Fourth, that the rate of fare be reduced, upon the ground that the corporation is earning more than ten per cent upon the capital actually expended in the construction of the road.

With regard to the first ground:

The railroad draws attention to the fact that in the articles of association of the Kingston City Railroad Company, "The places from and to which the said road of said company is to be maintained and operated, are the present ferry landing of the Rhinebeck and Kingston Ferry Company on Ferry street, in the city of Kingston, aforesaid, and Green street or North Front street in said city."

The company claims, in consequence of the termini thus being specifically defined, that it is not obliged to run over the abandoned portion of the route of the Kingston and Rondout Railroad Company; indeed that it would be trespassing upon such route; that the few months that it did run cars over such route was without lawful authority.

The important question for the Board to decide is whether the obligation to run over the entire route of the Kingston and Rondout railroad was assumed by the Kingston City railroad when the latter corporation purchased the property, franchises, etc., of the former corporation at the foreclosure sale.

The uncontradicted testimony of Mr. Coykendall was that the operation of this portion of the route had been disastrous to the previous company.

The new company was organized evidently with the specific idea of abandoning this unprofitable end; its articles of association were carefully worded so as to make the westerly terminus either Green street or North Front street.

A different question is presented from that raised by the town of Sandy Creek against the Rome, Watertown & Ogdensburgh Railroad Company, for the reason that the portion of road there abandoned had been operated by a corporation organized for the purpose of operating that particular portion of road.

If the new termini were the same as the old, the obligation of the new company would be the same as that of the former one. But, as justly said by the counsel for the company, it would be "against public policy to inject into the law a provision that a new company naming new termini in its articles of association must maintain and operate a road beyond them. In general the public interests in a road are measured by the amount of its business. If with proper management a road prospers, it is because it meets a public want. * * * If a new company cannot, by so specifying in its articles of association, limit its operation to the profitable part of the old route, but must assume the burdens which crushed the old company, a new company would not make the venture and the public would lose the benefit."

Indeed, in the case of the *People v. Albany & Vermont R. R.* (19 How., p. 529), Judge Peckham says: "Again it is insisted that the defendant cannot operate its whole road without a loss and without endangering its solvency. If that were so, I should not interfere; no court would be justified in doing so." If this be a principle upon which a court should act in the case of an original corporation abandoning an unprofitable piece of road, for a still stronger reason should a court hesitate to compel the operation of a piece of road bought in at a foreclosure sale by a new corporation especially formed to avoid the operation of that piece of road which had proved disastrous to the first corporation. The same principle runs through the dicta of the court in the same case in general term. (37 Barb., p. 224.)

The Board has been unable to find any authorities or precedents which specifically cover this point; it is therefore forced to the conclusion that the termini named in the articles of association protect the road from being compelled to operate beyond them. The foreclosure proceedings provided for in chap. 430, Laws of 1874, not being applicable to street railroads, the argument that a change of termini is not permissible under that law has no application to the case.

Second and third, with regard to the abandonment of that portion of the route between Fair and Green streets, and its extension through Fair street to North Front.

In the articles of association of the corporation, an alternative western terminus is provided for, viz.: Green street or North Front street. The road now runs through John street to Green street. It is proposed to change this portion of the route so that it shall run on Fair street to North Front street. This change can only be made under express statutory authority. Such authority seems to be plainly given by section twenty-three of the General Act, subject to the provisions of the general street surface railroad act (chap. 252, Laws of 1884). Section twenty-three of the General Railroad Act is as follows:

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time, alter or change the route, or any part of the route of their road, or its termini, or locate the said route, or any part thereof, or its termini in a county adjoining any county named in the articles of association, if it shall appear to them that the line can be improved thereby; and they shall make and file in the clerk's office of the proper county a survey, map and certificate of such alteration or change, and shall have the same right and power to acquire title to any lands required for the purposes of the company in such altered or changed route as if the road had been located there in the first instance; and no such alteration shall be made in any city or village after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company. Nothing herein shall be construed to authorize the change of either terminus to any other county than one adjoining that in which it was previously located, nor the reduction of the amount of capital stock per mile below that now required by law. All the provisions of this act relating to the first location and to acquire title to land shall apply to every such new or altered portion of the route. Nor shall the provisions of this section authorize the alteration of the route or terminus of any railroad in any town, county or municipal corporation which has issued bonds, or any town which may be bonded, but whose bonds have not yet been issued or subscribed for, and taken any stock or bonds in aid of the construction of such railroad without the consent in writing of, and subscribed by, a majority of the tax payers appearing upon the last assessment-roll of said town, county or municipal corporation. (*Thus amended, Laws of 1876, chap. 77.*)

The general street railroad act also provides for the extension of existing railroads.

Such extensions can be made upon filing with the Secretary of State a certificate signed by its board of directors containing the name of the city and a description of the streets, avenues and highways in which such extension or branch is to be constructed, and by securing the consent of the local authorities and of a majority in value of the abutting property owners.

The testimony shows that these requirements have been complied with, and the Board sees no reason why such extension should not be made; indeed an inspection of the premises is sufficient to demonstrate the fact that the public would be greatly benefited by the proposed extension.

With regard to the fourth specification, asking for a reduction of the fare.

The report of the Kingston and Rondout Railroad Company to the State Engineer for the year ending September 30, 1879, shows that the latter corporation claimed to have expended in the construction of its road \$92,519.85:

At the foreclosure sale it is true that this property was bid in for \$10,000 by Thomas Cornell; but the Board deems that it is but proper, in estimating the capital actually expended in the construction of the railroad, that some account at least should be taken of the amounts expended previous to the foreclosure.

The amount bid at the foreclosure sale for a railroad is no fair criterion of its value, or of the capital actually expended in its construction. It frequently happens that there is but one party to bid, and that the sum bid is a merely nominal one; consequently, the Board deems it but proper, as before stated, to take into some account the sums previously expended in the construction of such road.

As heretofore stated, the property was conveyed by Mr. Cornell to the Kingston City Railroad Company for \$15,000 in bonds, \$46,100 in stock, and \$3,900 cash, or \$65,000 in all.

The authorities of the road claim that this sum of \$65,000 should be regarded as the cost of the property to the company.

An examination of the books of the company has been made by the accountant of the Board, and it is proper to say that they have been most carelessly kept.

It is impossible for the accountant to verify therefrom the statements to the State authorities of capital actually expended, etc., previous to the foreclosure. No vouchers could be produced, the vice-president stating that they had probably been destroyed by fire.

It appears, however, that since the purchase of the property, the sum of \$22,294.83 has been expended in improvements and betterments.

If we assume, then, that \$65,000 in stock, bonds and cash did not represent more than the capital actually expended previous to the foreclosure (it was claimed to have been \$92,519.85), we find the cost of the road to the present company to date to be \$87,294.83.

The capital stock of the company is	\$50,000 00
Funded debt :	
First mortgage bonds.	15,000 00
Debenture	10,500 00
Real estate mortgage	6,000 00
Total stock and bonds.....	<u>\$81,500 00</u>

The income account for the year ending September 30, 1885, was as follows:

Gross earnings from operation	\$24,589 79
Less operating expenses (excluding taxes)	<u>17,463 25</u>
Gross income from all sources	\$7,126 54
Deduction from income as follows:	
Taxes on property used in operation of road	\$507 81
Taxes on earnings and capital stock	256 04
Interest on funded debt due and accrued	<u>2,040 00</u>
	2,803 85
Net income from all sources	<u>\$4,323 19</u>

Upon the hypothesis that \$87,294.83 was the cost to the company of the property, the above figures of the income account show a materially less sum earned than ten per cent on the capital actually expended.

If, however, it could be justly insisted upon that the capital expended previous to the foreclosure sale should not be taken into consideration at all, and that the stock and bonds conveyed to Mr. Cornell represented mere "water" over and above the \$10,000 paid by him for the property, the cash actually expended by the present company, as found by the accountant, is \$46,094.83.

The income on this sum is largely in excess of ten per cent, and it might be claimed, therefore, that the fares could by the Legislature, under section 33 of the General Act, be reduced.

The Board, however, is not prepared to say that the capital expended previous to a foreclosure sale should be entirely disregarded, and that the stock and bonds conveyed to Mr. Cornell represented no value beyond what he paid for the property at the foreclosure sale.

Such a view would be setting a dangerous precedent, would be very far-reaching in its results and might work great hardship.

On the other hand it is very difficult to fix the limit as to how far the capital expended before a foreclosure sale should be taken into account.

To accept it all is to perpetuate the mistakes or dishonesty of a railroad management upon succeeding generations, and to defeat the object of section 33 of the General Railroad Act.

The Board, therefore, for the present at least, deems it wiser to let this point remain undecided, as it is not essential to the case under consideration.

The fares on the Kingston City railroad are not excessive as compared with similar roads and the service is admitted to be satisfactory in all other respects, the road-bed, cars, etc., being in admirable condition.

Five cents is charged from either Kingston or Rondout to the city hall, which lies about half way between the two places. Ten cents is

charged for a single through fare. Thirteen tickets are sold for a dollar, which is about 7.7 cents a piece. To those who travel every day sixteen tickets are sold for a dollar or at the rate of six and two-thirds cents a piece.

Section 33 of the General Railroad Act does not require that fares *shall* be reduced after ten per cent shall have been earned; it simply provides that the Legislature may reduce them.

It is to prevent the imposition of extortionate rates by a corporation, but it does not necessarily follow that rates are extortionate because a greater sum than ten per cent may be earned under exceptional circumstances.

In the case in point it is to be remembered that no salaries are paid to the president or general officers. By the payment of such salaries, a proceeding entirely within the discretion of the authorities of the road, the income could easily be reduced to within ten per cent of capital actually expended, according to the most unfavorable view to the road of the meaning of those words. It should not be the policy of the State to punish a corporation for able and economical management by a prompt reduction of its fares, unless such fares are extortionate. Such a course would destroy the inducement to a corporation of economy in its management.

For the above reasons the Board does not at present recommend a reduction of the fares of the Kingston Horse Railroad Company.

Attest:

WILLIAM C. HUDSON,
Secretary.

Com. KERNAN concurs in the result, and files the following memorandum:

The Kingston and Rondout Horse Railroad Company was organized under the General Act. Under the foreclosure proceedings Thomas Cornell became the purchaser of the road. He, and others associated with him, formed a corporation called the Kingston City Railroad Company.

In the articles of association is the following provision :

"3. That the places from and to which the said road of said company is to be maintained and operated, are the present ferry landing of the Rhinebeck and Kingston Ferry Company on Ferry street in the city of Kingston aforesaid, and Green street, or North Front street, in said city."

To this corporation Thomas Cornell conveyed the property and franchises of the Kingston and Rondout Horse Railroad Company, purchased by him as aforesaid.

It will be observed that in the new articles of association about 2,500 feet of the old road as built and operated, was omitted and cut off because, as alleged, it had been unprofitable and largely the cause of the failure of the old corporation. Was the new company authorized to thus abandon a part of the old road, and to operate the remainder, with all of the rights, privileges and franchises of the old corporation? To determine this we must turn to the statute.

The purchase of the road and the proceedings to form the new corporation were had under sections 1 and 5 of the General Railroad Act,

being chap. 140 of the Laws of 1850, as amended by chap. 282 Laws of 1854, and chap. 710 Laws of 1873. The parts of said sections here applicable read as follows:

"§ 5. * * * * *
And whenever the purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may hereafter be sold, by virtue of any mortgage executed by such corporation, or execution issued upon any judgment or decree of any court, shall acquire title to the same in the manner prescribed by law, such purchaser or purchasers may associate with him and them any number of persons, and make and acknowledge and file *articles of association as prescribed by this act*. Such purchaser or purchasers and their associates shall thereupon be a corporation with all the powers, privileges and franchises and be subject to all the provisions of said act. The purchaser or purchasers, or the grantee or grantees of any purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may be hereafter sold, by virtue of any mortgage, or by virtue of any judgment, decree or order of any court having jurisdiction in the premises, may associate with him or them any number of persons and make and acknowledge and file *articles of association as prescribed by the first section of this act*; * * * the parties making such articles and their associates shall thereupon be a corporation with all the powers, privileges and franchises and subject to all the provisions of this act.

"§ 1. Any number of persons, not less than twenty-five, may form a corporation for the purpose of constructing, maintaining and operating a railroad * * * and for that purpose may make and sign articles of association in which shall be stated * * * *the places from and to which the road is to be constructed, or maintained and operated* * * *."

Section 1, read literally, expressly permits just what has been done in this case, to-wit: the cutting off in the new articles of association of a portion of the old route.

Is this literal reading in accordance with the spirit of the act and of the law?

Ordinarily the price of a railroad franchise is the operation of each and every part of the line as constructed. Such was the duty of the old road, and such would be the duty of any purchaser of its franchises and property, were it not for this apparently express and clear authority to limit the length of the line of the new corporation which we have pointed out. Where a street railroad has gone through the process of disintegration and decay incident to a foreclosure and bankruptcy, it may well be said that it was the intention of the Legislature, and is better policy, to permit a new corporation to abandon the unprofitable part of the old line. Thus a purchaser and a new corporation can perhaps be induced to undertake the operation of some part of the old line. In the absence of authorities, I am disposed to take this view, as being on the whole more beneficial to the public, rather than to insist that a street railroad which has proved ruinous in the operation of its entire line, must be so operated by its purchaser at foreclosure, or else must be wholly abandoned and lost to the public.

I think that this rule is, however, only applicable to street railroads.

In the case of the Citizens of Sandy Creek against the Rome, Watertown and Ogdensburgh Railroad Company, a steam railroad running from Syracuse to Sandy Creek was foreclosed, reorganized and then consolidated with the Rome, Watertown and Ogdensburgh road. The

latter road abandoned a portion of the line. The Board held the abandonment to be unlawful, and the courts have thus far sustained the finding.

The distinction between that case and this one, and between a street and a steam railroad, is marked and clear. In that case the railroad was purchased and reorganized under chapter 430 of the Laws of 1874. This act would seem to have superseded sections 1 and 5 of the General Act as to steam railroad reorganization, and by its terms has no application to street railroads. In reorganizing under chapter 430 of the Laws of 1874, steam railroads cannot, in their articles of association, fix any route, or change or shorten the old route at all. This right, given under section 1 of the General Act, is omitted from chapter 430 of the Laws of 1874, and hence the inference is strong that it was not intended to permit any reorganization of steam railroads, except for the maintenance and operation of the entire old line.

This difference in the statutes between the treatment of street and steam railroads, is founded in reason and in a due regard for the public interests. To permit a street railroad in the process of reorganization to shorten its route, cannot in the nature of things be productive of such serious results as would occur were the same right given to steam railroads connecting distant parts of the country. A street railroad shortened may leave some of the people of a city or village without as easy and comfortable means of public conveyance, but such a right given to steam railroads might cut off an entire city, or section of country, from all communication with trade centers. While the same reasons, to some extent, exist for making no distinction between street and steam railroads in this respect, yet in the case of steam railroads there is much greater danger of the privilege of abandoning some part of the line being abused, and of being so used as to cause extensive public inconvenience and injury; and hence I think it is that the Legislature has seen fit to be less liberal towards steam railroads than towards street railroads in this respect.

Attest: WILLIAM C. HUDSON, *Secretary*.

This matter was subsequently reopened, upon the application of the complainants, and was pending at the close of the fiscal year.

XLIV.

A. STEBER v. THE NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY.

September 7, 1886.

The complainant petitions the Board to aid him in removing a gate tender's shanty, recently erected on the corner of Fay and Columbia streets in Utica, in front of the complainant's property. The road has made no answer in the matter, and therefore must be assumed to admit the allegation that it is a trespasser.

The road, of course, has no right to erect or to maintain such a structure upon a public street in front of a man's house and upon land owned by him subject to the public easement.

It seems to be an attempt to procure the land needed for railroad purposes without paying any thing therefor.

This shanty seriously damages complainant's property, and no man owning the property would want it to be put or to remain there, at least without being compensated for his injury.

The Board recommends that it be removed by the railroad.

By the Board.

WILLIAM C. HUDSON, *Secretary*.

The road has complied with the recommendation.

XLV.

McEWEN BROTHERS v. THE ROME, WATERTOWN AND OGDENSBURGH, AND THE UTICA AND BLACK RIVER RAILROADS.

September 21, 1886.

On September 4, 1885, complainant shipped at Wellsville, N. Y., a steam engine and attachments, weight 10,000 lbs., upon a platform car, consigned to Thomas E. Proctor, Carthage, N. Y.

The rates charged by the various railroads over which it passed, were as follows: Wellsville to Rochester, one hundred and sixty-one miles, via N. Y., L. E. & W., fifteen cents per 100 pounds, \$15. Rochester to Syracuse, ninety miles, via West Shore, five cents per 100 pounds, \$5. Syracuse to Watertown, via R., W. & O., seventy-two miles, thirty-two cents per 100 pounds, \$32. Watertown to Carthage, via Utica and Black River, eighteen miles, twenty-one cents per 100, \$21.

Through the Erie road freight agent the complainants appealed to the latter roads to make a reduction in their charges. He forwarded the request to the West Shore, accompanied by a letter, in which he says: "The charge from Rochester, \$54 (\$58) for five tons, *looks rather steep*, and they ask me to have reduction made." The West Shore declined to make reduction as they had received but \$5 for ninety miles of haul. The Utica & Black River replied as follows: "As we only received our local tariff, I cannot consistently make any reduction." The Rome, Watertown & Ogdensburgh replied: "We were asked for rate on this shipment and gave thirty-two cents per 100 pounds, Syracuse to Watertown, which is our agreed rate with the U. & B. R. R., and which *we are in honor bound* to maintain. Do not see how we can reduce our rate and charges under the circumstances."

The complainants then appealed to this Board for relief.

The interchange of business among railroads has established rates upon such shipments which may be regarded as being sufficiently high for the services rendered, and may be fairly used for purposes of comparison. The difference between the charges of the Erie and those of the Utica & Black River, and the Rome, Watertown & Ogdensburgh, already appearing, make the latter charges look like extortion. Comparison with the West Shore, as operated at that time, is not a fair one, and, therefore, is not made. In order to test the matter further, the Board has prepared the following table:

**RATES AND CLASSIFICATIONS ON DIFFERENT RAILROADS,
For a steam engine, stationary or portable, weight 10,000 lbs. (Released.)**

NAME OF ROAD.	Class.	Rate per 100 lbs.	Amount.
N. Y., L. E. & W.....	3..	18 miles, 9 cents..	\$9 00
R., W. & O. R. R.....	1.	72 miles, 13 cents..	13 00
U. & B. R. R. R.....	1.	18 miles, 15 cents..	15 00
B. & A. R. R.....	1.	72 miles, 32 cents..	32 00
H. & C. W. R. R.....	2.	18 miles, 21 cents..	21 00
D. & H. C. Co.	3.	18 miles, 8 cents..	8 00
B., N. Y. & P. R. R.....	*1.....	72 miles, 16 cents..	16 00
B., R. & P.....	3.	18 miles, 9 cents..	9 00
B., H. T. & W. R. R.....	1.	72 miles, 23 cents..	23 00
Lehigh & H. R. R. R.....	3.	18 miles, 9 cents..	9 00
Bradford, E. & C.	3.	72 miles, 19 cents..	19 00
Northern C. Ry. Co.....	3.	18 miles, 12 cents..	12 00
N. Y., Chicago & St. L.....	2.	72 miles, 36 cents..	36 00
		18 miles, 9 cents..	9 00
		72 miles, 13 cents..	13 00
		18 miles, 11 cents..	11 00
		18 miles, 9 cents..	9 00
		18 miles, 14 cents..	14 00
		18 miles, 9 cents..	9 00
		22 miles, 18 cents..	18 00
		18 miles, 7 cents..	7 00
		72 miles, 17 cents..	17 00

It will be seen that the rates charged upon the Utica & Black River, and the Rome, Watertown & Ogdensburgh, are generally from fifty to one hundred per cent higher than upon the other roads in the table. While some of them are financially stronger and have a more extensive traffic, others again are in every respect inferior to the roads here complained of, and are operated under greater disadvantages. Surely, the public, when questioning the fairness of rates, do no injustice to a railroad when they point to the vastly lower rates for similar service charged by so many other roads.

The rates charged in this case were altogether too high; at least about fifty per cent of the charge made ought to be refunded by each road. We do not see how roads can be *in honor bound to each other* to maintain such unjust and inequitable charges against shippers.

CONCLUSION.

The Board recommends that the Utica & Black River Railroad Company refund \$9, being nine cents per 100 pounds; and that the Rome, Watertown & Ogdensburgh Railroad Company refund \$12, being twelve cents per 100 pounds of the freight charges paid.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The companies have not complied with the recommendation of the Board, and the matter is pending under an application for a reconsideration.

* Classification does not state whether engines are released or not.

XLVI.

THE ANGLO-SWISS CONDENSED MILK COMPANY v. THE NEW YORK, LAKE ERIE AND WESTERN, THE NEW YORK, ONTARIO AND WESTERN AND THE NEW YORK, SUSQUEHANNA AND WESTERN RAILROADS.

September 14, 1886.

The complainant has a factory at Middletown, New York, and is engaged in the manufacture and sale of condensed milk in cans, forty-eight of which are packed in a box 12 x 19 x 7, making a total weight of sixty pounds. These boxes are shipped in car-load lots to New York, and there delivered to consignees. The shipments average about three car-loads per week. The value of a car-load of twenty tons is from \$2,500 to \$3,000. In 1882, this freight was classed as first class and the tariff rate from Middletown to New York, a distance of about seventy-seven miles, was twenty cents per 100 pounds, although the complainant was not charged over twelve and one-half cents. A competition arose among the roads at Middletown for the business, and in 1885, the New York, Ontario and Western had secured the business at the low rate of five cents per 100. On January 22, 1885, this rate was withdrawn as not paying, and a six cent rate was offered by the same road and accepted. This was immediately withdrawn, however, and no rate has since been offered, or obtainable from either road, except a rate of fifteen cents per 100 in car-load lots.

We find the full explanation of this conduct in the answer of the Erie road as follows: "The present pool arrangement, of which the Condensed Milk Company complains, was entered into March 2, 1885. Before said pool arrangement was made the rates on condensed milk, between Middletown and New York, were very much demoralized, and this company endeavored to ascertain from the Anglo-Swiss Milk Company what arrangements as to freight it could make for one year and give all its business between Middletown and New York to this company. The Anglo-Swiss Milk Company replied that it could not make any arrangements for a year with this company. * * * It is proper to say that this company was forced by the action of the Anglo-Swiss Milk Company to enter into the pool arrangement now complained of in order to protect its revenue, as the Anglo-Swiss Milk Company was putting up every shipment for competition among the three lines, and giving the business to that company which would name the lowest rate."

In other words, shippers who chose to accept the lowest rates offered by competing lines, force the lines to form a pool which shall destroy all competition, and fix a rate deemed by the roads interested to be reasonable; the returns from which rate shall be divided up among those who do the work and those who do nothing. It was alleged and not denied, that the fifteen cent rate is divided as follows. To the road doing the work, six cents, and to each of the others in the pool, three cents.

In a report made to the Legislature on April 11, 1884, to be found in the second annual report at page 77, the Board reached the conclu-

sion that it is very questionable whether an agreement of this character among railroads is not contrary to law and void. The reasons and authorities sustaining this conclusion will be found in the report referred to.

It is alleged by the roads that the rate and classification fixed by them under the pooling arrangement are fair and reasonable. We do not, however, regard this claim as well founded in any aspect.

Before this pool revised matters this condensed milk was classified in local freights as first class, but complainant was not charged over third class rates; at the same time it was classed in through freights as fourth class.

When complainant began this agitation, the road succeeded in having it put second class in both. The complainant has quadrupled the quantity of its shipments since 1882, and in return has had its classification raised from fourth class to second, and its rate raised from twelve and one-half to fifteen cents per 100 by the Erie road. Canned fruits and goods of about the same value are classed as third in small lots, and as fourth in car-loads. This ought to be the classification of condensed milk. There is really no good reason for a difference between them.

The complainant manufactures and ships milk from three points in England to this country: His rates to New York *via* railroad to Liverpool and *via* steamer to New York are fourteen and three-tenths cents per case including all cartages. At the present rate the complainant pays twelve cents per case from Middletown to New York, including cartages. The rate on condensed milk in small quantities is sixteen cents. One per cent per 100 is the only concession made to complainant, who ships three car-loads a week. A car-load of condensed milk of twenty tons pays, at fifteen cents per 100, the sum of \$60 for seventy-seven miles of transportation. The rate on fresh milk of thirty-five cents per can pays on a full load of 200 cans \$70 for the double trip of taking the full cans to Jersey City and returning the empties. Considering the work done the rate upon condensed milk is higher than it ought to be relatively. There is added force in this point when it is remembered that, according to the decision of this Board in the Harlem milk case, thirty cents is the maximum rate that ought to be charged on fresh milk in cans.

The Board is, therefore, of opinion that this condensed milk ought to be classed as third class in small lots, and as fourth class in car-loads, and charged respectively the rates of thirteen cents and ten cents. As a manufacturer furnishing to the railroads frequent and regular car-load shipments, complainant ought certainly to be thus treated by railroads, under the rule frequently appealed to by them to justify low rates given to such shippers.

In its answer the Erie road insists that this matter involves a question of interstate commerce, inasmuch as the transportation of the condensed milk, while starting in Middletown, N. Y., passes through the State of New Jersey to Jersey City. Hence it is claimed that the matter is entirely beyond the jurisdiction of this Board.

In *R. F. Stevens, et al., v. N. Y., L. E. & W. R. R.* (second annual report, page 180) the majority of this Board held that a shipment from a point in New York State to a point in another State was inter-

state commerce, so far as regulation by this State was concerned. Also that this Board, as a creature of the State, could not consequently attempt to regulate the rates charged for such transportation through its recommendations. The Board, however, then insisted that it had a perfect right to fully investigate the matter complained of, and to state the results of such investigation. That course it has adopted in this case. While for the reasons stated the Board cannot herein make recommendations it apparently has a duty in another direction. Section 5 of chapter 352 of the Laws of 1882 reads as follows:

"Whenever in the judgment of the Board of Railroad Commissioners it shall appear that any such corporation has violated any constitutional provision or law, or neglects in any respect or particular to comply with the terms of the act by which it was created, or unjustly discriminates in its charges for services, or usurps any authority not by its act of incorporation granted, or refuses to comply with the provisions of any of the laws of the State, or with any recommendation of said Board of Commissioners, they shall give notice thereof in writing to such corporation; and if the violation or neglect is continued after such notice the Board may forthwith present the fact to the Attorney-General, who shall take such proceedings thereon as may be necessary for the protection of public interests."

In this case it would seem that these railroads are rendering themselves liable for violation of the law and of the terms of their charters and for unjust discrimination in their charges for services against the complainant in various ways:

1. By maintaining a pool under an agreement to fix the rates and classification and to divide the amount received from transportation among them in certain proportions.

2. By classifying condensed milk, as shipped by complainants, as 2d class, instead of 3d class in small lots and 4th class in car loads.

3. By charging sixteen cents per hundred pounds in small lots and fifteen cents in car loads, instead of charging 3d class rates for small lots and 4th class rates of ten cents per 100 pounds for car loads.

The report to the Attorney-General, should such a course ever become necessary, would not be based upon violation of recommendations of the Board, but would be in the nature of information to him in accordance with section 5 quoted, to the effect that these corporations are, in the judgment of the Board, violating the law in their agreement, and in unjustly discriminating in their rates and classifications. His action will necessarily be limited to enforcing the common law against these wrongs.

By the Board.

WILLIAM C. HUDSON,
Secretary.

The companies have not, as yet, complied with the recommendations of the Board.

XLVII.

CITIZENS OF SUSPENSION BRIDGE *v.* NEW YORK CENTRAL AND HUDSON RIVER, NEW YORK, LAKE ERIE AND WESTERN, AND ROME, WATERTOWN AND OGDENSBURGH RAILROAD COMPANIES.

July 10, 1886.

This case was presented in the report for the year ending September 30, 1885. Compliance with the terms of the recommendation was not made, however, until July, 1886. The complaint was of insufficient station accommodations at Suspension Bridge. The Board has been informed by both the New York, Lake Erie, and Western and the New York Central and Hudson River road, that work has been begun, the plans being prepared and ready.

XLVIII.

M. J. ROBERTSON *v.* THE ELMIRA, CORTLAND AND NORTHERN RAILROAD COMPANY.

September 1, 1886.

The allegation was that the fence separating his property at Etna from the line of the Elmira, Cortland and Northern railroad, was much out of repair, so much so that his cattle frequently wandered on to the track, requiring constant watchfulness to prevent their being killed, or accident occurring to a passing train. The complainant alleged that he had called the attention of the company to the condition of the fences, but had received no answer. The reply of the company to the transmission of the complaint was that at the time of writing, the fence was being repaired. The complainant subsequently informed the Board that the fences were in a satisfactory condition.

XLIX.

J. D. AND T. T. GRAHAM *v.* THE DELAWARE AND HUDSON CANAL COMPANY.

September 11, 1886.

The complainants alleged that when the New York and Montreal railroad was laid out, four cuts were made into the rock on their land, near Putnam station. Four rocky points jutted into Lake Champlain at that point and then run over the points cutting across the small bays. The rock cut out was used to fill in the small bays. The cuts were at some points fifty feet high. These cuts were not fenced, and one of their horses wandering upon the land of the company, fell into a cut and was killed. This complaint being transmitted to the company the reply was made, that immediately upon receiving notice of the complaint the fences desired were built, a statement subsequently confirmed by the complainants.

L.

OBEDIAH EDMUNDS v. THE LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD COMPANY.

September 15, 1886.

Mr. Edmunds complained that as he attempted to cross the tracks of the Lake Shore and Michigan Southern railroad, at the first crossing near the depot at Ripley, Chautauqua county, in a carriage with his daughter, he was nearly run over by a fast train, the engine of which had neglected to give the required signals or warnings. The reply of the company to the complaint was that the division superintendent had carefully investigated the matter and was satisfied that the engineer had both blown the whistle and rung the bell; that Mr. Edmunds was doubtless prevented from hearing these signals, by reason of the passing of a freight train at the same time; and that he had carelessly driven on the track after the freight train had passed without observing whether there was or not a train on the other track. This communication was transmitted to Mr. Edmunds, and as he has made no reply, the Board presumes he is satisfied with the statement.

LI.

EMPLOYEES OF TROY AND BOSTON RAILROAD COMPANY v. SAID COMPANY.

September 30, 1886.

The complainant alleged that the company observed no regular day in the payment of their employees' wages, and were often weeks and even months behind in the payments, and implored the Board to take such measures as would lead to the observance of a regular pay day. The reply of the Company was that the 20th of each month was their regular pay day; and while admitting that they were sometimes behind a few weeks, they intended to get back to the regular pay day and regularly observe it. The Board advised the complainants that it deemed it wiser to rely upon the promise of the company than to investigate a state of facts the company admitted to have existed, but if the irregularity continued the Board could then investigate and take action. The complaint of irregularity has not been renewed.

APPLICATIONS FOR INCREASE OF CAPITAL STOCK.

I.

APPLICATION OF THE PENN YAN AND NEW YORK RAILROAD COMPANY TO INCREASE ITS CAPITAL STOCK FROM \$60,000 TO \$125,000.

September 15, 1885.

This application having been made in accordance with the provisions of law, and all of the proceedings taken in accordance thereto, the Board directed an investigation into its financial condition. The report thereof being before it, the following preamble and resolution was adopted:

WHEREAS, The report of the accountant shows that the cost of construction of the Penn Yan and New York railroad is \$127,000, while the application is for an increase of capital stock from \$60,000 to \$125,000,

Resolved, That the said application for an increase of capital stock from \$60,000 to \$125,000 be granted.

II.

APPLICATION OF THE BROADWAY RAILROAD COMPANY OF BROOKLYN, N. Y., FOR THE APPROVAL OF THE BOARD OF AN INCREASE OF ITS CAPITAL STOCK FROM \$350,000 TO \$525,000.

November 17, 1885.

The preliminary steps required by section 9 of the General Act have been regularly taken. At the stockholders' meeting, ~~777~~ of the stock voted for the proposed increase, to which there was no opposition. Upon receiving from its accountant a report as to the financial standing and condition of the road, the Board addressed to the road the following communication:

October 28, 1885.

EDWIN BEERS, Esq.,

President Broadway Railroad Company of Brooklyn:

SIR — The report of the accountant before the Board, a copy of which you have, shows:

Cost of road, etc.....	\$810,868	54
Ralph avenue extension	66,000	00
	<u>\$876,868</u>	54
Stock.....	\$350,000	
Bonds	850,000	
	<u>700,000</u>	00
Earnings in construction	<u>\$176,868</u>	54

This would entitle your road to the increase asked for, were it not that in the \$810,868.54 are included two items as follows :

Paid I. Ivins for stage line, etc.....	\$80,000 00
Contract for construction of original road.....	95,000 00
	<u>\$175,000 00</u>

The Board finds some difficulty in approving of the first item, unless it be established by affidavit or otherwise that the real estate and property purchased from stage company, aside from good will, etc., was worth, or cost, \$80,000.

In other words, is stock issued to pay for good will, etc., properly a part of the cost of road and equipment?

The second item is open to objection unless it be established that the actual cash cost of the road paid out by the contractor was \$95,000, or at least thereabouts.

Upon these questions the Board will give you a hearing at Albany on November 11th, at 2 P. M.

[See decision as to increase of capital stock in first and second annual reports herewith transmitted.]

By the Board.

WILLIAM C. HUDSON,

Secretary.

On November 11, 1884, the road appeared by its president, Edwin Beers, Esq., and by counsel.

Affidavits were presented showing that the stage line transferred to the road real estate and personal property of the value of \$55,000. This would leave \$25,000 as the sum allowed for the good will, etc. The Board does not deem this a proper charge to construction.

As to the second item, the road satisfactorily establishes that the \$95,000 paid for the construction of the original road of nine and a half miles was a fair and just cash price, and hence the amount should be allowed as charged.

The matter would, therefore, stand as follows :

Earnings diverted to construction, etc	\$176,000
Deduct paid for good will, etc	25,000
	<u>\$151,000</u>

This latter sum therefore represents the amount of earnings diverted from dividends to construction, for which stock should be issued. The cost of constructing and equipping the Ralph avenue extension, however, will clearly exceed the estimate of \$66,000, about \$67,616.93 having been already expended upon construction. The now required equipment has not been purchased, and hence an increase of \$175,000 instead of \$151,000 is justified.

The increase of the capital stock of the Broadway Railroad Company from \$350,000 to \$525,000 is approved.

By the Board.

WILLIAM C. HUDSON,

Secretary.

III.

IN THE MATTER OF THE APPLICATION FOR AN INCREASE OF CAPITAL STOCK BY THE SUBURBAN RAPID TRANSIT COMPANY.

March 30, 1886.

This company desired to increase its capital stock from \$600,000 to \$6,600,000. It was organized under the provisions of chapter 606, Laws of 1875. It made its application formally to the Board and then raised a question as to the propriety of the proceedings, to-wit: Whether, being organized under chapter 606, Laws of 1875, it was subject to the provisions of chapter 133, Laws of 1880, amendatory of chapter 140, Laws of 1850, under which application must be made to the Board of Railroad Commissioners for permission to make increase of capital stock of a railroad corporation.

This question having been raised for the first time before the Board, it referred the question to the Attorney-General for his decision, in order that a precedent might be established for the future.

The following is the opinion of that officer :

STATE OF NEW YORK:

ATTORNEY-GENERAL'S OFFICE, }
ALBANY, March 30, 1886. }

WILLIAM C. HUDSON, *Secretary, etc.*:

DEAR SIR — In reply to your communication with accompanying enclosures as to whether the Suburban Rapid Transit Company, in order to increase its capital stock, should proceed under the act of 1875, chapter 606, or as required by chapter 133, Laws 1880, I have the honor to state:

It appears by the papers presented, and as assumed by you, that the company referred to was organized under the act of 1875, chapter 606. By section 14 of that act it is provided that in case the capital stock of any corporation formed under this act is found to be insufficient for constructing and operating its road, such company may, as therein provided, increase its capital stock, from time to time, to any amount required for the purpose aforesaid.

The Suburban Rapid Transit Company desires to increase its capital stock for the reason that the capital stock of said company is found to be insufficient for constructing and operating its road.

The act of 1880, chapter 133, is an act amendatory of the General Railroad Act of 1850 (chapter 140, Laws 1850), and the provisions of that act relative to the increase of capital stock was made applicable only to companies formed under the General Railroad Act of 1850.

The act of 1880 did not, in my opinion, interfere in any manner with the provisions of the act of 1875, relative to increase of capital stock, and therefore the company in question should proceed under the act of 1875 to provide an increase of capital stock.

Very truly yours,

D. O'BRIEN,
Attorney-General.

The company thereupon withdrew its application.

IV.

IN THE MATTER OF THE APPLICATION OF THE OTIS ELEVATING RAILWAY COMPANY FOR AN INCREASE OF CAPITAL STOCK.

May 19, 1886.

On the reading and filing of the reports of the accountant of the Board, as to the financial condition, and the report of the inspector of the Board as to the construction of the Otis Elevating railway, and the proceedings of the directors and stockholders of said company, the order of the Board of Railroad Commissioners is that the application of said company for an increase of capital stock from \$60,000 to \$100,000 be approved and granted.

By the Board.

WILLIAM C. HUDSON,
Secretary.

V.

APPLICATION OF THE TROY AND LANSINGBURGH RAILROAD COMPANY FOR AN INCREASE OF CAPITAL STOCK FROM \$250,000 TO \$300,000.

June 30, 1886.

The provisions of section 9, chapter 140 of the Laws of 1850, as amended, have been complied with in this case, and it only remains for this Board to determine under the provisions of that section whether it can properly approve of the increase desired.

The financial condition of the company has been ascertained by the Board to be as follows :

This company was chartered in 1860 and road has been operated since 1861.	
Miles of road now in operation	6.6
It leases in perpetuity the Troy and Cohoes road, length of which is	3.5
It leases in perpetuity the Lansingburgh and Cohoes, length of which is	1.1
Total length of road owned and leased in perpetuity, miles..	11.2
Total length of extra track leased in perpetuity, miles.....	8.1
Total length of track owned and leased in perpetuity, miles..	19.3

The expenses of construction and equipment of the above leased lines over and above the amount of the capital originally subscribed is borne by the Troy and Lansingburgh Company. The latter named company leases also the Waterford and Cohoes railroad, 1.87 miles, with extra track of 28-100 miles, making grand total of all tracks owned and leased, 21.5 miles.

The books of the company show the following as cost of construction :

Troy and Lansingburgh Road.

Road-bed, superstructure and track	\$204,656 69	
Real estate	25,025 00	
Buildings	100,078 60	
		\$329,760 29

Troy and Cohoes Road.

Road-bed, superstructure and track	\$60,361 70	
Real estate	10,296 94	
		70,658 64

Lansingburgh and Cohoes Road.

Road-bed, superstructure and track.....	\$18,802 66	
Real estate.....	7,750 01	
Buildings	28,435 17	
		<u>\$54,987 84</u>
Total cost of construction to June 1, 1866.....		\$455,406 77

EQUIPMENT.

As this account in early days was kept as an operating account, and does not show cost, the Board has taken the inventory of the company as of June 1st, and averaged the cost, running through the several years.

*Forty-seven box cars, at \$1,050	\$49,850	
*Forty-eight open cars, at \$500.....	24,000	
		<u>\$73,850 00</u>
Horses, 464, at \$165	76,560 00	
Stable equipment.....	7,558 60	
Blacksmith shop and track tools.....	8,525 81	
Office furniture	2,700 15	
		<u>163,694 56</u>
Total cost of road and equipment June 1, 1886		<u>\$619,101 33</u>

CAPITAL STOCK.

Troy and Lansingburgh Railroad Company, 5,000 shares at \$50....	\$250,000 00
Troy and Cohoes Railroad Company, 1,000 shares at \$50.....	50,000 00
Lansingburgh and Cohoes Railroad Company, 300 shares.....	15,000 00
	<u>\$315,000 00</u>

FUNDED DEBT.

First mortgage bonds "retired."	
Second mortgage bonds, at 7 per cent.....	\$100,000 00
Debenture bonds, at 6 per cent	163,555 00
	<u>\$263,555 00</u>
Total outstanding paid for at par.....	<u>\$263,555 00</u>
Total cost of road and equipment.....	\$619,101 33
Receipts from stock and bonds	578,555 00
	<u>\$40,546 33</u>

The improvements now going on and not included in cost of road and equipment as shown heretofore, are estimated by the president of the company at about \$25,000. In addition to this the grades of streets and moving of tracks as required, have been charged to operating expenses. It will thus be seen that the company has expended in construction the entire par value of its stock and bonds issued, and the sum of \$40,546.33 from its earnings in addition. It is likewise making improvements estimated to cost \$25,000, besides changing tracks, etc., necessary to be done. The request for the approval of this Board to the proposed increase is therefore granted.

By the Board.

WILLIAM C. HUDSON,
Secretary.

* Including stoves and scrapers.

ACCIDENTS.

I.

IN THE MATTER OF A COLLISION ON THE ELMIRA, CORTLAND AND NORTHERN RAILROAD AT SWARTWOOD YARD, OCTOBER 15, 1885, BY WHICH WILLIAM BROWN AND C. G. JUDD WERE KILLED, AND TWO MEN INJURED.

November 24, 1885,

The facts and circumstances attending the above accident, as developed by testimony taken before Commissioners Kernan and Rogers, were as follows:

The grade from Erin station to Park station on the above-named road is from seventy to eighty-five feet per mile up.

At Park station the summit is reached. The grade thence descends very rapidly to Swartwood, a distance of about four miles, at the rate of 125.7 feet per mile. At Park station there are two side tracks, capable of holding about fourteen cars each. The railroad is here on a curve and in a cut. From the east or north end of the switch to the point where the grade begins to descend is a distance of about ten car lengths. On the day of the accident a train consisting of engine 96, with twenty-three cars loaded with coal and a caboose, were being pulled and pushed up the grade from Erin to Park station. Passenger engine No. 6, manned by William Brown, engineer, and Robert Rau, fireman, had been coupled to engine 96 to help the train up the ascent. Upon reaching the summit it had been uncoupled and was going on alone to Cortland. Engine 96 proceeded to draw the train far enough ahead to clear the east or north end of the siding, with the intention of backing into it. So much of the train, however, got on the steep down grade, without brakes being set, that the engineer and trainmen lost control of it, and were unable to prevent its rushing down the descent at a frightful rate of speed. It overtook engine No. 6, collided with it and threw it from the track. The engineer, William Brown, was killed, and fireman, Robert Rau, seriously injured. Engine 96 remained on the track, and the engineer and fireman escaped unhurt. Nineteen of the cars were derailed and thrown down an embankment. A brakeman, O. G. Judd, was killed, and the conductor, M. L. Rogers, had his leg broken and was otherwise injured. The only other brakeman, George Allen, was not hurt. The engineer of engine 96, L. Knight, stated that he blew his whistle continuously for two miles, but that Brown, of engine 6, did not appear to hear it until engine 96 was within a few feet of him. The surviving fireman is reported so seriously injured about the head as to be unable to testify.

It appears that it was ordinarily the custom, when coal trains took the side track at Park station, to *pull in* at the west or south end, instead of passing the siding to *back in*, as had been the intention in the case. The reason for not following the ordinary rule was that there were already some cars on both sidings near the west or south end.

The testimony showed that there were only two brakemen on this train of twenty-four cars—one of whom was a boy of but nineteen, and that this was his first trip upon this end of the line.

As events proved, and as must have been well known to those experienced in running trains on this road, it was a very dangerous thing to permit the train, or any part of it, to pass over the summit on to the down grade without the brakes being set.

No particular caution seems to have been given the young man on the subject. He did not remember just when he began to set them, but thinks not until about the time he heard the engineer whistle for brakes.

The engineer and conductor seem to have both shown bad judgment in getting on to the down grade without *knowing* the train was under control.

The Board is of the opinion, also, that the management of the road was to blame in manning such heavy trains with but two brakemen.

The acting superintendent, Mr. Theodore Sears, testified that up to February last the trains had been manned by three. For the reduction to two at that time and since, he and the general manager, according to the evidence, are responsible. It further appeared that this train was lighter than usual, the ordinary number of cars being twenty-five. The cars are very heavy, the capacity being from twenty to twenty-five tons.

The Board has already recommended, in two specific cases, the necessity of manning coal trains with at least three brakemen, where grades not so steep as on this road have obtained, and calls the attention of the Elmira, Cortland and Northern road to the fact that the Long Island road has six brakemen to ordinary freight trains, although the grades are very light.

CONCLUSIONS AND RECOMMENDATIONS.

The Board finds that general manager, McLeod, and acting superintendent, Sears, of the Elmira, Cortland and Northern railroad, were to blame in not manning the coal trains with at least three brakemen and conductor, considering the steep grades existing on said road, and recommends that hereafter, at least that number be detailed for every such train; also, that the conductors be instructed to caution the men when to set brakes.

Second. It finds that Conductor M. L. Rogers was at fault in not having the brakes set before passing the east or south end of the switch. It is to be noted, however, that this man has paid the penalty of his carelessness by a broken leg and other injuries, and is given a good character by his employers as a competent and trusty man.

Third. It recommends the Elmira, Cortland and Northern road to carefully consider the propriety of equipping its coal and freight cars with a vacuum power brake, inasmuch as many of the locomotives are now equipped with a vacuum ejector, and also to carefully watch

the results of the trial of automatic freight car brakes now being made on the Chicago, Burlington and Quincy railroad, under the auspices of the Master Car Builders' Association, with the view of adopting one should any prove practically successful, and in the event of its not adopting a vacuum brake.

By the Board.

WILLIAM C. HUDSON.

Secretary.

II.

IN THE MATTER OF A DERAILMENT ON THE NEW YORK, WEST SHORE AND BUFFALO RAILROAD, AT 12:27 A. M., OF THE EARLY MORNING OF NOVEMBER 9TH, NEAR LITTLE FALLS, BY WHICH MRS. C. R. PRATT, OF ROCHESTER, WAS KILLED, AND SOME OTHER PASSENGERS MORE OR LESS INJURED.

December 1, 1885.

The facts and circumstances attending the above disaster as developed by testimony taken before a coroner's jury and before Commissioner Rogers, and by an inspection of the premises by the inspector of the Board shortly after the accident, are as follows:

Train No. 57, known as the limited express, left Weehawken at 6:30 P. M. The train consisted of engine No. 42, Morris Finch, engineer, one baggage, two day and four Pullman sleeping cars. When the train reached a point about one mile west of Little Falls, while running at the rate of between thirty and thirty-five miles per hour, it was thrown from the track.

It appears that the south rail of the north or west bound track had sunk about eleven inches for a distance of some twelve feet, while its opposite rail and those of the south track remained in their normal position. The result was a derailment of the entire train, except the locomotive proper, which remained on the track and was stopped about 900 feet west of the depression. The tender broke loose from the engine and sheered northerly, while the baggage and both day passenger cars ran toward the south track, all passing the tender. The forward sleeping car followed the tender, came in contact with it, and both rolled down the north embankment to the bottom, some twelve feet below the surface of track. The second sleeping car followed and piled on top of the tender and first sleeper. In the wreck, Mrs. Charles R. Pratt, of Rochester, N. Y., died of shock and suffocation. Her husband, Mr. Pratt, Member of Congress; James W. Weston, New York city; Miss E. C. Vaughn, Worcester, Mass.; Judge Green, Springfield, Ill., and the car porter, A. A. Ceaser, were bruised and more or less hurt.

The cause of the settling of the rail has been clearly shown. South of the railroad there is a highway. The ground slopes from the highway toward the railroad. At a point about 240 feet east of the sunken rail a water-course formerly ran at right angles to the direction

of the track from the highway. This water-course is confined in a channel two feet wide at bottom, three at top and three feet deep, covered with flagging from the highway to a point about fifteen feet from the south rail; thence the bed of the stream is uncovered to the railroad. Water does not run here except in the spring and during rainy weather. Instead of a sluice being constructed to carry this water across the track and thence down the slope into the canal, the stream was turned so as to run westerly alongside of the road-bed until it found a passage under it at the point where the derailment took place, about 240 feet from the turn. The road-bed was largely constructed of stone at this point.

It appears from a statement of Patrick Murphy, the section foreman who has been in charge of this portion of the road since the fall of 1882, to the present time, except from March 1 to September 1, 1884, that during ordinary rainy weather the stream found its way under the embankment at the point of derailment, but in spring and during heavy rains the water ran still further west before it found a vent.

It is shown that at times the water ran on to the track notwithstanding the attempts to turn the stream to the west, and the testimony of several passengers and others was that on the night of the accident the water was running ankle deep between the tracks.

Undoubtedly the crevices between the large stones forming the base of the embankment remained unfilled, and a stream of water running over the gravel on top washed the sand and gravel into the crevices below, allowing the top of the road-bed to settle down with the fatal results before described.

In his testimony before the coroner's jury Thomas Murphy, the section foreman above-mentioned, stated that he visited the place of the accident at about 9:15 P. M.; that there was a good current of water running down side of track, but none *over* the track *then*.

[Passengers testify, however, that at the time of the accident the water was five or six inches deep.]

Murphy further testifies that he had advised Thomas Burns, the assistant roadmaster, two years ago, to put a culvert across the track at the point where the stream is turned.

Thomas Hastings, track walker, testified that he had seen water running across and on to the track at that point last April; that William Thomas and his son had turned water on the track, and that he had been stationed there to turn it back; that there had been trouble with Thomas about turning the water here, as he claimed it ran into his garden and injured him.

The Board deems it somewhat remarkable that, so far as the testimony sent to the Board shows, neither Thomas nor his son were examined by the coroner's jury.

The superintendent of the road, Mr. C. W. Bradley, testified that his personal attention had never been drawn to the fact that water occasionally ran on the track at this point; that the present roadmaster, Mr. Brock, had informed him that his (Brock's) attention had never been drawn to it either.

It is quite possible that the roadmaster might pass the place very frequently and never think of it as dangerous, unless particular attention was drawn to it.

Murphy's failure to do so was blameworthy, but it is only just to say that neither he nor any one else could anticipate that this apparently slight neglect could lead to such disastrous consequences.

Water should not be allowed to run on the track *anywhere*, and yet it is safe to say that there is probably not a railroad in the State where occasionally more water than ran here does not run somewhere on the track.

CONCLUSIONS AND RECOMMENDATIONS.

The Board finds that the New York, West Shore and Buffalo Railway Company was responsible for the above accident by reason of its failure to construct a sluice across the track at the point where it intersects the water-course. The individual responsibility it is difficult to fix, for the reason that Thomas Burns, the assistant roadmaster, whom Murphy, the section foreman, swears he informed of the necessity of this culvert, is no longer in the employ of the company, and has not been found or examined by the Board.

If Murphy did not feel that he had the authority to construct this sluice himself, he should have informed Thomas Burns' successor of its necessity. This he appears to have neglected to do.

By the Board.

WILLIAM C. HUDSON,
Secretary.

III.

IN THE MATTER OF A DERAILMENT ON THE BUFFALO, NEW YORK AND PHILADELPHIA RAILROAD, AT 8:10 O'CLOCK A. M., OF FEBRUARY 22, 1886, ONE-HALF MILE SOUTH OF AVON, BY WHICH FOURTEEN PASSENGERS AND THREE EMPLOYEES WERE MORE OR LESS SERIOUSLY INJURED.

March 19, 1886.

By Commissioner Rogers—The facts and circumstances attending this accident, as developed by a special report to the Board made by the authorities of the road, and also by an inspection of the premises made shortly after the accident by the inspector of the Board, are as follows :

As train No. 31, known as the Nunda accommodation, consisting of locomotive No. 91, Thomas Jordan, engineer, with passenger car No. 7 attached, and combination car No. 52 in rear, all in charge of William H. Godfrey, conductor, was passing around a curve of 750 feet radius (being about eight degrees of curvature) and when within about 170 feet of the tangent point, it became derailed. The wheels of the forward trucks of the combination car dropped inside of the inner rail of curve pressing it outward, and the truck ran thus for about twenty feet. The inner or flange side of the outside rail at this point is very much worn and to a shape conforming closely to the tread or flange.

After running twenty feet the pressure of the flange of the outside wheel against the outer rail became sufficient to cause the outer flange

to mount its rail, the inside rail instantly sprang back to its proper position and threw the wheels opposite outside the outer rail.

The rail in consequence of the pressure of the wheel flange, as marks on the tie indicate, was probably turned over.

The rear truck of the passenger car at the same time was pulled off the track on the same side of the rails; the forward truck of this car and the tender and locomotive, however, were not derailed, but the couplings between the two cars and between the passenger car and tender were broken.

It is reported that as the engineer was looking back and saw the trucks leave the rail, he gave his engine steam and kept away from the train.

When rounding the sharp curves of this division the instructions of the road require the engineer to cut off steam as such curves are approached, and to allow trains to drift around them by the train's momentum. This was done at this time, and the speed of the train was reduced to about eighteen miles per hour, according to the statement of the engineer and conductor.

An examination of the wheels and axles of the truck first leaving the track, made by the inspector of the road, revealed nothing as worn, out of gauge or loose.

The jaws of the truck were broken, whether before or after leaving the rail is unknown, but the breakages are recent.

An examination of the track at the point of derailment clearly shows a spreading of the rails at a joint on the outside of the curve.

This was undoubtedly the cause of the accident.

The result was that car 52 ran about 170 feet on a line tangent to the curve, and turned over on its side.

Car No. 7 held by its forward truck on the track, ran about 660 feet, the rear end of the car gradually working over the angle of embankment; when nearly at a stand it careened over on its side into the dry bed of the old canal.

The hot coals from forward stove immediately set the car on fire; the flames ran rapidly along the oil cloth head-lining, and soon the whole was consumed. By great exertion the trainmen and some of the uninjured passengers cleared the car of passengers, some fourteen in number, the whole escaping with bruises and sprains of a more or less serious nature. Only one person was in the rear car; no injury occurred.

At a point about thirty feet south of the joint that gave way, frost had thrown up the track from one to two inches. To restore evenness of surface both rails north had been raised with one-inch hemlock boards placed between the railroad ties — a work that is called "shimming." The tapering down of this one-inch raise is done with hard wood "shims," gradually reduced in thickness as they approach the ties each way that do not require such "shimming."

These hemlock "shims" are about twelve inches long, six inches wide and nailed lengthwise with tie with cut nails.

They do not appear to have moved, but show the action of the outside base of rail; thus permitting the rails at the bend to be pushed far enough apart to permit the inside wheels to drop inside of the inner rail.

The joint of rail which gave way rested upon a black oak tie considerably decayed.

The company use on the outside of both rails, on all sharp curves, a cast iron brace nearly the same height as the rail, and secured to tie with three rail spikes. The number of these braces depends upon the degree of curvature. In this instance they were used at every third or fourth tie.

Where the track spread, however, at the joint tie and at the second tie north, the rail was braced with ordinary fish bars, one end abutting against the bottom or neck of rail and the other end fastened to the tie with two rail spikes.

The partly decayed joint tie did not hold these braces, although it was said to have been in position the evening before the accident, when the last patrol was made by the track walker.

The standard adopted by the company for elevation of outer rails on curves is one inch per degree up to two degrees, then one-half inch up to five degrees, and the speed to be reduced to compensate for any increased curvature.

The elevation of the outer rail at the point of the accident corresponded with the above standard, and yet the flange side of the outside rail is very much worn, showing the necessity of great care to slow down while rounding the sharp curve.

The use of ties in the least decayed, or of "shims" and ties other than of hard wood, or of rail braces of less height than the rail, on these sharp curves is very hazardous. If "shimming" is necessary it should be done in the most substantial manner. The inspector walked over a few miles and noticed the condition of the superstructure.

He reports nothing unworkmanlike and very little of blocking between the ties and rails; generally the superstructure is in good condition and well lined and surfaced.

In the instructions to section foremen from J. A. Dixon, roadmaster, particular care was required to be exercised by such foremen to keep the track from spreading, especially on sharp curves.

The instructions read as follows:

"You must see to this personally as often as possible. If on account of your track heaving with the frost on inside of curve, you will cut it down instead of putting in long 'shims.' You will see that your track is well spiked and braced, especially at the points that are 'shimmed' on curves or tangents. You will instruct your track-walker about the spreading of track, and see that he carries spikes to fix any place that requires it. You must see that he attends to his duty and keeps a sharp look-out for bad places, fix them the best he can and report them promptly to you. No excuse will be taken if a train is derailed by track spreading, as it is avoidable if the track is properly watched every day.

"This order is important to section foremen and you will see that it is obeyed."

In the case under consideration it is evident that the instructions had not been obeyed. The decayed tie should not have been allowed to remain. The rail brace should have been of the height of rail and of a proper shape, and not a mere fish bar.

The company has held the section foreman responsible for these defects and have discharged him.

RECOMMENDATIONS.

The Board recommends that the utmost care be exercised at all curves to maintain the gauge of track, by supporting the rails with a brace not less in height than the rail, and by keeping the ties in sound condition.

By the Board.

WILLIAM C. HUDSON.

Secretary.

IV.

IN THE MATTER OF AN ACCIDENT ON THE NEW YORK, ONTARIO AND WESTERN RAILWAY, ON FEBRUARY 13, 1886, AT 6:45 A. M., BY WHICH AN ENGINEER AND FIREMAN WERE KILLED AND SEVERAL PEOPLE MORE OR LESS INJURED.

March 19, 1886.

By Commissioner Rogers— The facts and circumstances attending the above accident, as given by J. E. Childs, Esq., general manager of the road, before Commissioner Rogers, were as follows:

As passenger train No. 6 was passing over an embankment about one-half mile north of Liberty station, the embankment gave way and the train was wrecked. The engineer, George St. John, and the fireman, Allen L. Lewis, both of Middletown, N. Y., were killed. Three passengers were bruised about the body— J. A. Bassett, of Southwest Oswego, N. Y.; J. S. Johnson, of Hamilton, N. Y., and Mrs. Hannah McIntosh, of Livingston Manor, N. Y. A number of the officers of the road, including the general manager, were in one of the sleeping coaches at the time, but were not injured.

The cause of the accident, as developed by a subsequent examination of the embankment, appears to have been as follows:

There was a 3x3 foot box culvert underneath the embankment which was sufficient to carry off the water under all ordinary circumstances from a small stream flowing under the track at this point. Previous to the accident, however, there had been a thirty-six hours' continuous rain and the water had dammed up somewhat on the upper side of the embankment, but had finally been carried off. It is probable that the culvert was stopped more or less by sand which had got in from above, as will be explained hereafter.

Upon examination of this culvert, made since the accident, by taking down the embankment, the track being supported on a trestle, it appears that the covering stones thereof were loosely and badly joined, leaving considerable spaces between them.

The material of which the embankment had been made by the original contractors of the road was taken from a cut near by, and was substantially "quick" sand in its quality. It appears that this sand had percolated through these spaces into the culvert, from which it was constantly washed by the flow of the stream until the embank-

ment had become hollowed out, leaving a shell of frozen ground probably two or two and a half feet thick, which was not of sufficient strength to support the engine; no indication, however, was apparent of any such hidden danger beneath.

The subsequent examination shows that fault was with the original contractors or builders of the road:

1. In covering the drain so carelessly as to permit the sand to wash into it; and,

2. In having made the embankment of such very treacherous material as this sand has proved itself to be.

The general manager of the road informs the Board that he has somewhat increased the size of the culvert, raising the walls six inches, and has made the covering substantially impervious to sand in any quantities, and also proposes to reconstruct the embankment of coherent material, gravel or earth obtained from some other spot than the cut which furnished this quicksand heretofore.

The Board approves of this determination and deems that it will prevent the recurrence of any further accident at this point.

This is the second accident, however, during the present railroad year resulting from the undermining of a railroad embankment by running water, which has been attended with loss of life; the other being that on the West Shore road on the 9th of November, 1885, when Mrs. Pratt, of Rochester, was killed by the derailment of a train, brought about from the sinking of the track under circumstances somewhat similar.

The Board deems it proper to call the attention of railroads to the insidious danger of embankments being undermined by running water, and recommends all railroad companies to give particular attention to the inspection of the condition of all embankments where such water runs, where there is any possibility of the undermining taking place.

By the Board.

WILLIAM C. HUDSON,

Secretary.

V.

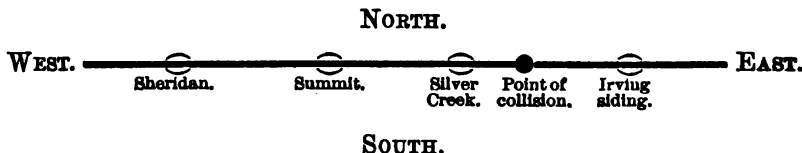
INVESTIGATION OF AN ACCIDENT ON THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD, AT SILVER CREEK, ON SEPTEMBER 14, 1886.

September 29, 1886.

On September 16, 1886, Commissioner Kernan conducted an investigation into the cause of this terrible collision at Dunkirk, and there examined all of the witnesses who could at that time be reached. He also examined the wreck at Conneaut. The Board has likewise before it the evidence taken before the coroner's jury, and the rules and regulations of the road. The loss of fourteen lives and the severe injury of a large number of other persons, show the accident to have been so serious as to make it necessary to thoroughly understand all of the facts before reaching a conclusion therein.

An excursion train heavily laden and consisting of twelve coaches, a dining car, a baggage car and an engine, known as No. 2nd 36, being the second section of regular train No. 36, reached Dunkirk about 9:10 A. M. on its way east to Niagara Falls. There, at 9:15 A. M., the following order was delivered to the conductor, William H. Harrison, and to the engineer, Lewis Brewer, and was clearly understood by them just as it reads: "No. 37, engine 65, has until 9:25 A. M. to make Sheridan; and No. 41, engine 33, until 9:30 A. M. to make Summit for you; meet and pass No. 29 at Silver Creek instead of Summit."

Nos. 37, 41 and 29 were freight trains running west and had severally received their respective parts of this order. The orders were in form and substance as prescribed in the rules. At Sheridan No. 37 had not made its time, and under the rule No. 2nd 36 proceeded on east to Summit, a point about two miles west of Silver Creek, where there was a siding. Before the expiration of the time for No. 41 to reach Summit, the freight No. 37 arrived there, and a brakeman from No. 41, named James E. Reed, got off of 37 and on to No. 2nd 36, and told both the conductor and engineer of that train that No. 41 was broken down east of Irving siding, a point two or three miles east of Silver Creek station, and that they would have to look out for it, and be held there. The excursion train then went on and reached Silver Creek about 9:45 A. M. The train stopped for passengers; the conductor inquired for orders and finding none, gave the starting signal, and the train proceeded at 9:47 A. M.



After the brakeman of No. 41 had left his train east of Irving siding, and had gone upon No. 37 to carry his notice to the excursion train of the location and condition of No. 41, the local freight No. 29 going west, overtook No. 41. It immediately shoved No. 41 on to the Irving siding, and after a delay, thereby caused, of twenty-five or thirty minutes, started under its order to meet and pass the excursion train at Silver Creek. This train consisted of an engine, five loaded cars, an empty and a caboose. When about three-quarters of a mile from Silver Creek in a cut and on a reverse curve, and while running at the rate of about fifteen miles per hour, it collided at 9:50 A. M. with the excursion train approaching from Silver Creek and running at the rate of about ten miles an hour. The concussion caused the engine of the excursion train to mount the engine of No. 29, and the baggage car of the excursion train to telescope the smoking car to a point about three seats from its rear. Upon the rest of the excursion train the blow was hardly felt, and seems to have done no injury.

Upon the foregoing state of facts alone considered the responsibility for the accident clearly rests upon William H. Harrison, the conductor, and Lewis Brewer, the engineer of the excursion train. They had a

positive order to meet and pass No. 29 at Silver Creek; in going beyond that point before the arrival of No. 29, they violated a clear and explicit order. Certain printed rules and instructions of the company, which these men knew, or ought to have known, when considered in connection with their conduct, make this violation appear quite inexcusable.

Instruction No. 167. "They (conductors) must in all places and circumstances regard the safety of the train as of the first importance, and leave nothing undone which will secure safety."

206. "They (enginemen) will be held responsible jointly with the conductor for the safety of the train, and for the faithful and intelligent use of all the precautions required by the rules, etc."

209. "They (enginemen) are under the direction of the conductor as regards the management of trains, but will not obey any instructions that may endanger the safety of the train or require violation of rules."

229. "They (enginemen) will take into consideration that the lives of passengers and trainmen, as well as the property of the company, are intrusted to their care, and it is fully expected and required that they will not only attend to all signals and all instructions, but also that they will, on all occasions, be vigilant and cautious themselves, not trusting alone to signals or rules for safety."

Rule 123. "In all cases of doubt and uncertainty, take the safe course and run no risks."

Rule 100. "A train overtaking another train of the same or inferior class, unable to proceed from any cause, will run around it if practicable, and proceed on its own rights."

Rule 122. "Conductors and engineers will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided in the rules."

We come now to the question of whether, upon their understanding of the facts and circumstances, Harrison and Brewer were excusable for what they did.

Harrison testifies that the flagman from 41 said to him, "that 41 is broke down *and No. 29 is behind us*, and they will have to hold you at Irving siding, and you are not to pass Irving siding until they pass."

"I had it in my head that we were to go to Irving siding for 29 and 41; I understood from the brakeman that they were to stay there until we got there. I suppose both of us got confused about the order on this flagging business. * * * This flag was sent to me to notify me that they would lay there."

Brewer testifies that the flagman from 41 said to him, "that 41 was broke down east of Farnham in the hole * * * and *that 29 would shove them over to Irving siding* and stay there until I arrived; Mr. Reed, the flagman, told me to go ahead, that there would be no danger, and that they would stay there until we got there."

Mahony, the conductor of 41, and Reed the brakeman who carried the notice, agree that when Reed left 41, No. 29 had not arrived at all. It is, therefore, quite obvious, as Reed swears, that nothing whatever was said or was likely to have been said about 29 by him to Harrison

and Brewer, which justified them in regarding his message as a notice from 29 that it would wait at the Irving siding. John B. Moore, baggage master on the excursion train, called by Harrison to corroborate him as to what Reed said, failed to do so, but on the contrary fully sustained Reed as to the message given to Harrison and Brewer.

Their excuse, therefore, to the effect that the flagman notified them that 29 as well as 41 would wait at Irving siding is apparently without foundation.

There is nothing to show that Harrison and Brewer anticipated a collision; but the truth probably is, that knowing that 41 was broken down, they *presumed* that 29 was tied up behind it, and went on from Silver Creek, *forgetting* that under rule 100, No. 29 under its positive meet and pass order, had a right to get around 41 and to come to Silver Creek. For thus *presuming* and for thus *forgetting* the rights of 29, Harrison and Brewer were guilty of that degree of negligence which, by reason of their positions and responsibilities, is by law attached to such conduct.

In another aspect of the case those men were negligent.

When the excursion train reached Silver Creek the question of the duty of the conductor and engineer was at least a matter of doubt and uncertainty. They knew, upon their own statements, that if they proceeded it would be contrary to a positive order; that their information that 29 as well as 41 would wait at the siding was only the word of a flagman from 41; that under rule 100 train 29 had a right to pass 41 and come on; that the reverse curve and cut made it impossible to see far ahead. Under these circumstances is it not perfectly clear that, considering the many lives in their care, they ought in the language of rule 123 have "taken the safe course and run no risks." Why did they not report to the train dispatcher from Silver Creek their condition and get orders?

Why again did they not put out a flag ahead to protect them to the siding?

These precautions would naturally suggest themselves to a railroad man of experience under the circumstances, and for neglecting them Harrison and Brewer were guilty of laches and failed in the duty which the law requires of those who undertake to fulfil the requirements of such positions.

It is not for this Board to determine the degree of culpability or the extent of punishment to be meted out for this misconduct. That will be the duty of the court and jury, looking at all the circumstances, as well those which militate against those men as those which mitigate their offense and deprive it of any malicious aspect. It is enough for this Board to say that railroad employees, high or low, should be held to strict accountability for the safety of the human lives under their charge, and that in them, failure to perform their duties becomes a crime, when lives are thereby lost. It is but proper to mention the fact that the evidence shows that Harrison and Brewer had been efficient men of long experience, and that neither had ever been responsible for any accident theretofore.

The brakeman, Reed, was not at the place with the flag which the rules prescribe in case of a broken down train. Had he so been there would have been no accident, because at Silver Creek the excursion

train would have had nothing except its order to meet and pass 29 there, which it presumably would have followed.

This is explained, we think, so as to clear Reed and his conductor Mahony from any responsibility for the accident. As No. 41 was a considerable distance east of the west end of the Irving siding, and as there were heavy grades and curves between that point and Summit it became necessary to notify the excursion train of the condition of No. 41 before it reached the siding, in order that it might stop there and be prepared to take the siding, if necessary. In order, therefore, to reach the excursion train in time, Reed was sent up to meet it on No. 37. This train having a time order for Summit could not stop to let Reed off and consequently he went to Summit. He there delivered his notice to both Brewer and Harrison correctly, as we have seen. There does not, therefore, seem to be any reason to charge upon him any fault for the accident. That confusion arose in the minds of Brewer and Harrison from his message was their fault and not his. Their principal misconduct was, that having become confused they did not take the side of safety, and adopt proper precautions before proceeding beyond Silver Creek. The right of 29 to pass 41 and proceed to Silver Creek under its order and under rule 100 cannot be questioned, and hence there is no responsibility on that train for the accident.

It has been charged that the telescoping arose from the fact that the baggage car and the smoking car were of different heights. The Board has not been able to ascertain that there is any truth in this, either from the officials of the road, under oath, or from such examination as could be made of the cars after the accident. From the manner in which the excursion engine mounted the engine of 29, it is probable that the forward end of the baggage car was depressed and the rear tilted up far enough to enable it to force itself over the platform of the smoking car.

The fact that the baggage car was empty and the smoking car loaded may also have had some effect. From the appearance of the forward platform of the smoking car it was obvious that the baggage car did not clear it when they came together, but that it forced itself over the platform of the smoking car, grinding and tearing away parts of it in its passage.

No censure can attach to the road or its officials for this occurrence, except the legal responsibility arising out of the negligent acts of the conductor and engineer of the excursion train. The orders given were clear and distinct and were ample to secure safety. The emergency which arose from the breaking down of No. 41 was provided for in the rules so as to have protected this train, had they been followed.

CONCLUSION.

The cause of the collision and of the consequent loss of life and injury to persons was the negligence and violation of rules and orders on the part of William H. Harrison, conductor, and Lewis Brewer, engineer.

By the Board.

WILLIAM C. HUDSON,

Secretary.

ACCIDENT INQUIRIES.

Boston and Albany.

July 29, 1886.—At the highway crossing at Canaan, Lewis Silverman was injured. His horse becoming frightened as a freight train was passing, ran into the train and was killed, and Silverman's arm and leg were broken. Inquiry was made as to whether there were gates or flagman at crossing, and whether the view was unobstructed. The answer was that there were neither gates nor flagman, but an uninterrupted view.

September 22, 1886.—A special engine with the pay car stopped to pay off a gang of section men, at a point about one-fourth of a mile west of the State Line tunnel; the payment had been completed and the order to go ahead had been given, when suddenly a local freight came around a sharp curve and ran into the pay car. All hands on the pay car jumped, with the exception of George H. Janes, assistant paymaster, who did not have time. The shock of the collision opened the throttle of engine of pay car, which ran away, until Assistant-Paymaster Janes climbed over on to the engine and stopped it, just west of Canaan, after a run of between three and four miles. Janes was thrown down in the car and badly shaken up and head slightly cut. Inquiry developed the fact that the responsibility for this accident rested on the engineer of the freight train, who was running faster than schedule time. The schedule time was fifteen miles an hour, and the running time of the freight twenty miles an hour. The pay car was flagged, the men had been called in and the pay train in the act of starting. The distance which the pay car could be seen around curve was about 260 feet.

Bradford, Eldred and Cuba.

May 13, 1886.—A quarter of a mile east of the depot at Little Genesee, a rail broke under the tender of the engine of an express train and the entire train was turned over on its side. Mrs. Jane Knapp was cut in the head and shoulder, and Miss Lou Mayes hurt in back and stomach—both passengers. In answer to inquiry, the president replied that the broken rail was a thirty-pound T rail, and had been on the track ever since the road was built; the ties and track were in good condition. The cause of the breakage was unascertainable.

Buffalo, New York and Philadelphia.

October 7, 1885.—William Painter, a tramp, was reported killed, just south of the Erie railway crossing, at Olean, while attempting to cross the tracks in front of engine. In answer to the inquiry

as to whether there were gates or flagman at the crossing, the general superintendent replied that Painter was not killed on or near the crossing, but was walking along the side of the track, a trespasser. Just before the engine reached him he attempted to cross to the other side, and falling between the rails, was run over.

December 7, 1885.—One and a quarter miles south of Holland, in a blinding snow storm, a freight train broke into two parts. After the first part had passed a crossing near by, D. Dubois, a farmer, attempted to cross, supposing that the whole train had gone by, but his sleigh was struck by the rear part of the train and broken up. He was bruised. In answer to inquiry, the company replied that the point was a country road, at which there were neither gates nor flagman, and both the highway and railroad were in a cut; trains cannot be seen very far from the track.

June 17, 1886.—As Michael McCarty stepped between moving cars on a private switch in the Olean yard, to pull out a pin to uncouple cars his foot was caught in a frog and one wheel passed over it. Inquiry brought out the answer that nearly all the frogs on that road as well as switches and guard-rails are blocked to obviate just such accidents, and that the work of blocking all is being prosecuted as fast as possible.

Cooperstown and Susquehanna Valley.

November 6, 1885.—A passenger train ran into the rear of a gravel train about half a mile north of Cooperstown Junction, while rounding a curve in a cut. The gravel train which had been working in the cut was moving out, and by reason of sand on the track moved slowly. The engineer of the passenger train tried to stop his engine, but it was down grade and the gravel train was overtaken and struck. Thomas S. Hall, who was on an empty gravel car, which was raised up by the collision, was thrown off and killed. Charles Sexton and ——— Refenberg were injured by jumping from the train. Inquiry was made first, as to whether the gravel train was running on schedule time; second, if the gravel train was flagged; third, if an investigation had been made by the officers of the company, and if so, who was to blame; and fourth, if a coroner's inquest had been held, and if so, what was the verdict. The answer was that the gravel train was a "wild cat," in charge of R. D. Briggs, master mechanic and superintendent of track; that he had an understanding with the engineer of the passenger train to look out for him at that point and for that reason did not flag the train; this, however, the engineer of the passenger train denied. It was further asserted that Briggs mistakenly thought he had seven minutes more than he had. An investigation by the officers of the company resulted in their belief that Briggs was to blame, for knowing the schedule time he should have taken greater precaution. The coroner's verdict was as follows: "That Thomas S. Hall came to his death on the 6th day of November, 1885, in a collision between the freight and passenger and gravel trains on the Cooperstown and Susquehanna Valley railroad, said collision being caused through the culpable negligence and carelessness of the superintendent, Russell D. Briggs, in not cleaning the track in time for the freight and passenger to pass."

Delaware and Hudson Canal Company.

March 26, 1886.—E. Knapp, a brakeman at Quaker street caught his foot in a frog and it was run over. Inquiry was made as to whether the company had ever considered the advisability of putting blocks between the rails at frogs to prevent these accidents. The superintendent replied that the company, so far as he had knowledge, had never given the matter consideration. He had, however, but had never seen any device which, upon examination, he considered of any practical value.

April 23, 1886.—As passenger train No. 4 was approaching Green Island and at a point near the machine shop it was derailed by a misplaced switch; the engine crashed into some freight cars standing on a side track. F. Bradshaw and H. McGorty, who had either leaped or were thrown from the engine, were seriously injured. Inquiry was made as to whom the company held in fault for the misplaced switch, and whether the switch was interlocked, and if not, if the company deemed such interlocking at that point practicable and expedient. The reply of the company was that the fault lay with Joseph Cushing, the switch tender, whose sole duty it was to attend to this switch, who should have known that the switch was not right, and who had immediately upon the accident left for parts unknown. Further, that an interlocking switch was practicable at this point, and that such with a semaphore signal would be placed there and at other places.

June 2, 1886.—James Murphy, Nap. Chareau and Theodore Blair, were riding in a wood-pedler's wagon, which at Clifton street, Cohoes, was struck by the engine of a passenger train and they were slightly injured. In reply to inquiries, the company said there were neither gates nor a flagman at the point, and that the view was unobstructed, except on one corner where trains moving south cannot be seen by pedestrians moving westward.

June 15, 1886.—William Johnson, brakeman, in drawing a pin when the cars were in motion, at the foot of McCarty avenue, Albany, fell under the trucks of the car and one pair ran over both legs and right arm. He died that day. Inquiry as to whether he was making a flying switch, and whether or not the accident was the result of the brakeman's own carelessness, brought the reply that he was making an ordinary switch and the accident was the result of his own carelessness, in attempting to uncouple two freight cars while in motion.

September 15, 1886.—One mile east of Schoharie Junction, freight train 21 ran into the rear of freight train No. 23. Fireman Charles Beeten of train 21 received injuries from which he died. The cause was the fast and reckless running on the part of train 21. Inquiry was made as to the discipline administered to engineer and conductor of 21, and the reply was that both engineer and conductor were discharged.

Delaware, Lackawanna and Western.

March 29, 1886.—Elizabeth A. Andrews was struck by an engine while walking across the tracks at the Jarvis street crossing, Binghamton, and killed. In response to inquiries it was said that there were neither gates nor flagman at the crossing; that the view from the way

the train approached was unobstructed for one mile and that the bell was rung and the whistle blown.

June 13, 1886.—At the first crossing east of the Rochester and Pittsburg Junction, Mr. and Mrs. A. P. Hendee were killed, as well as the horse they were driving across the track when struck by the engine. In answer to inquiries the company said there were neither gates nor a flagman at the crossing at the time of accident, and the view was slightly obstructed by some apple trees. The crossing is flagged until six o'clock in the evening.

July 14, 1886.—William D. Storms was found by the crew of No. 21, on the track with his right leg cut off above the ankle, about one mile east of Corning, and was so intoxicated as to be insensible. He had been put off from passenger train No. 8 at Corning for being drunk and refusing to pay his passage. By what train he was run over is unknown. The coroner's verdict, a copy of which was sent for by the Board, recited that Storms came to his death by being run over by a train on the Delaware, Lackawanna and Western, and that the jury considered the conductor of passenger train No. 8 censurable for putting him off the train in the condition in which he was, at a place other than a regular stopping place, and that they would advise the company to have instructions printed for conductors informing them where they are to put people, not having tickets or paying fares, off the train.

September 10, 1886.—Charles Mason was killed at the main crossing in Cassville village. He was driving down a steep hill at a rapid pace and did not see approaching train until close to the track, and then attempted to drive across, and was struck by the engine. The company in response to inquiries said there were neither gates nor a flagman, and that the view of the track was obstructed until a point about sixty feet from the tracks, from whence trains can be seen for a long distance.

Geneva, Ithaca and Sayre.

February 2, 1886.—Charles White attempted to cross the track ahead of the train and was struck by the engine, breaking his arm, at the first crossing south of Van Liews. The company replied to inquiries that there were neither a flagman nor gates, and that the view was unobstructed for five hundred feet.

August 13, 1886.—Ada, Nina and Clarence Simpson attempted to drive across the tracks at the Willow Avenue crossing, Ithaca, in front of an approaching train and were struck and severely injured. The company replied to inquiries that there were neither gates nor a flagman at the crossing, and that the view was unobstructed.

Lackawanna and Pittsburgh.

February 24, 1886.—At about one-fourth mile east of Mead's station, near Nile, train No. 16 was running about eight miles per hour; the back-drivers of the engine left the track, and the engine and tender slipped down the bank sideways, and at the foot of the bank tipped over, the tender striking and instantly killing the fireman, Charles Graham. The general manager reported the track in good condition

and the ties sound. No cause for the engine leaving the rails could be attributed.

Lake Shore and Michigan Southern.

April 6, 1886.—In the Buffalo yard, engine No. 163, having just cut loose from a train it had brought in, and on its way to the round-house, came into collision with engine 268 on its way to the depot to take a train out. M. Kegan, engineer of No. 163, was badly bruised and internally injured. Inquiry elicited the fact that the collision was due to the carelessness of both engineers.

August 13, 1886.—About three-quarters of a mile west of Westfield station William H. Allen, who was walking on the track in the same direction the train was going, was struck and killed. The alarms were sounded, but he did not seem to hear them until within one hundred feet, when he turned, and seeming to be confused, was struck before he could move off. The reply of the company to inquiries was that the man was a trespasser upon the tracks and was not near a crossing.

September 25, 1886.—At Dunkirk, at the Swan Street crossing, John Donovan, while attempting to cross the tracks in front of a moving engine, was struck and killed. The company replied to an inquiry that there were neither gates nor a flagman at the crossing, but that the view of the crossing was unobstructed for 183 feet.

Long Island.

April 7, 1886.—At the Graham Avenue crossing in Brooklyn, a wild-cat came into collision with a horse-car crossing Graham avenue. Three passengers and a horse slightly injured. The company in reply to inquiries claimed that the fault lay entirely with the horse-car, and said there were neither gates nor flagman at the crossing, and that the tracks are of a branch rarely operated.

May 19, 1886.—Rapid transit train No. 552 struck Patrick Heaney at Waverly place and Atlantic avenue, Brooklyn, and killed him. He attempted to cross the track directly in front of the engine. In reply to inquiries, the company stated that there was no regular crossing at the point of the accident; that the street was eighty feet from curb to curb; that a fence protected the rails, and that at this point there was a three-foot opening for foot passage, and negligence on the part of the man Heaney alone was the cause of accident.

August 14, 1886.—Train No. 72 was a regular east-bound freight train which, on the morning in question, was run upon the siding and into the yard of the Grosjean factory, at Woodhaven, for the purpose of leaving loaded cars; the switch from the main track was left open and the rear of the train unprotected. While the switch was open a special bound east upon the main track ran into the siding, causing slight injuries to four and killing Fred H. Hartford, brakeman. In answer to inquiries as to what discipline had been exercised, the company replied that Doyle, the conductor of 72, was discharged.

Manhattan Elevated.

July 15, 1886.—Samuel Barius, a fireman, while lighting the head-light of his engine, was struck by a signal post, causing severe injuries.

This and a similar accident at Sixty-seventh street caused inquiries, to which the following reply was made :

" In reply to your communication of the 28th instant, relative to changing the positions of signals at Sixty-seventh street yard and at Greenwich street, near Battery place, I beg to say the subject will receive immediate attention, with the object of removing whatever causes of danger exist in the present arrangements. But, with the limited space we have on Greenwich street, the distance from curb to curb being occupied by the double-track structures of the Sixth and Ninth Avenue lines, it is difficult to work a change. However, the problem will be carefully considered and worked out, when, I trust, it will meet with the approval of the Board. In conclusion, I would say the accidents were owing to the negligence of the employees who were injured, and, therefore, could have been avoided had they used ordinary care and complied with the instructions issued from time to time for their protection.

Respectfully yours,

F. K. HAIN,

General Manager.

New York Central and Hudson River.

October 5, 1885. — Stephen Butler went to get on the deck of a car and near the roof, was struck by the high switch at La Salle, and knocked off to the ground. In answer to inquiry, the company said that the ladder he was climbing was on the side of the car, and that the switch stand was thirty-seven inches from the track.

October 10, 1885. — Charles Grant, a passenger, was standing on the step of a car looking at a hot box, when his head came in contact with one of the pillars at the south end of the Troy Union depot, into which the train was entering, and sustained severe injuries. Attention was called to this and the inquiry made as to the possibility of having the pillars removed further from the tracks. To this the company replied that when the depot was first constructed openings were left wide enough to permit the passage over two tracks, but the arches showing signs of failure, iron posts were inserted under the center of each arch, thus making room for the passage of passenger cars. The Board inquired whether any action was contemplated by the company looking to the removal of these posts. To this answer was made that such action would necessitate the entire reconstruction of the depot. The Board then sent its inspector to examine the depot who made the following report:

As instructed, I have made an examination of the Troy Union Railroad depot, in the city of Troy, and taken careful measurements of its portals or train entrances, in order to arrive at the space or width of clearance between the sides of passenger cars and engine cabs, and the columns of stone and iron, supporting the spring line and centers of arches.

These portals are five in number, at each end of the train house. They are twenty-four feet in width, and of proper height, and supported with brown-stone columns twenty-eight by thirty inches section, and have a cushion stone of same material, against which the flat brick arches of same section abut. Above the arches are heavy brick end walls of train house, perforated with large open-

ings, intended for ventilation, and in part, probably, to lessen the weight of end walls upon the arches.

These portal arches are quite flat, as shown on the sketch accompanying this report.

It appears that at the time these arches were being loaded they showed signs of liability to fail, and a cast iron column, with arched ribs on each side at top, so formed as to support the underside of the centers of the brick arches, were put in place, and they appear to answer the purpose intended, except that one arm of nine of these cast iron columns has broken off, as shown on the sketch.

The brown-stone columns begin to show signs of crumbling, under action of climate, and while now of ample strength to support the imposed weight, it will be a question of time only when they will require to be replaced.

The extreme clear width of portals are twenty-four feet, and intended to be sufficient for a double track through each entrance. As now situated, the cast iron column in center of each portal reduces the total width to twenty-two feet nine inches.

New York Central and Hudson River passenger car No. 331, measures nine feet nine inches in width from out to out, thus leaving a space of nine and one-fourth inches between sides of car and the adjoining stone or iron column. Several cars of same road, and a number of the New York Central sleeping cars, were measured, and found substantially of same width.

A locomotive cab of same road measured seven feet and ten inches over all, in width, and this width is nearly standard for all locomotive cabs that pass through these portals. The cabs have a clearance of twenty-one and one-quarter inches.

You will notice that the greatest danger of injury to persons exist in the passenger protruding head or arms outside of car windows, or standing on platform steps and leaning outwardly, which they have no right to do while cars are in motion, but which in hurry of travel is often inadvertently done. This station is one of great importance; a number of lines here interchange passengers. It becomes the more necessary for railway employees to be on the alert to warn the public from, perhaps, unconscious exposure to injury.

The locomotive cabs are not so dangerous. Sufficient space, with due care, is given to allow an engine man to look ahead from the outside of cab window, but not to look backward and obtain a side view of train, as is often done.

It does not appear to your inspector to "necessitate the entire reconstruction of the depot to make the change suggested," by "removing pillars far enough from the track to prevent accidents."

The end walls of train house support only half of roof panel at each end. Iron trusses support the entire interior roofing, and a similar truss at each end, resting upon buttresses, same as those now in use at interior panel points, would be sufficient, and thus leave the end of train house open, as is the construction of the Central-Hudson depot at Rochester. The material now in end walls is of sufficient value to pay for removal, and the cost would be that of two new iron trusses, with a wooden enclosure from arch of roof to lower end of truss.

The flat brick arches could be removed, and iron girders from pillar to pillar substituted, but such change would not be sufficient to entirely remove danger of accident.

The Board recommended that the suggestions of the report be carried out, when they were referred to the Troy Union Railroad

Company, who owned the depôt and the tracks under it. Many endeavors have been made to get the matter before that company, but as the company has no responsible officers to deal with it, and it can only be dealt with by the directors, who so far as the Board can learn, rarely if ever meet, the matter has not been carried as yet to a conclusion, either satisfactory or unsatisfactory.

October 16, 1885. — W. A. Dakin was found dead on track just south of Broadway crossing, Kings Bridge; supposed that he was struck by passenger train No. 5, and run over. In answer to inquiries, the company stated that the crossing was protected.

October 22, 1885. — Frank Stocking was injured at the new aqueduct, Albany, while on top a freight car; thought he was struck by a telegraph wire. In answer to inquiry, whether any thing had been done to remove the wire, the company replied that it had been removed.

October 31, 1885. — Mary Donnelly was knocked down between Thirty-sixth and Thirty-seventh streets, Eleventh avenue, New York city, by engine which was backing down as she attempted to cross the tracks when the engine was within five feet of her, and was slightly injured. Inquiry elicited the fact that there was not a flagman at this crossing and that flagmen were not kept at all the crossings, but that there were seven on Eleventh avenue, within a mile and a quarter.

December 25, 1885. — Charles Moulton attempted to drive across the track in front of the train at Whitesboro Street crossing at Rome. His sleigh was struck by the engine, and he was thrown out, sustaining slight injuries. Inquiry elicited the fact that the crossing is protected by gates between the hours of 6 A. M. and 7 P. M., and that this accident occurred at 7:40 P. M., therefore the gateman was not on duty. The bridge over the Erie canal somewhat interferes with the view.

January 19, 1886. — Richard Millward tried to cross the track in front of a moving engine at Hanlon's crossing at Spuyten Duyvil and was struck and killed. Inquiry elicited the fact that the crossing is protected by gates from 6:30 A. M. to 7:40 P. M., and that the man had been seen intoxicated about the various saloons of the neighborhood during the afternoon. He was killed about 8:30 P. M.

February 9, 1886. — John Griffiths, while climbing up the side ladder of a freight car, was struck by a bridge-guard and his shoulder blade broken, at Fonda. Inquiry was made as to whether these guard posts could not be removed further from the track, but the reply was that they could not be moved as they stood between tracks; however, the tracks would be spread, thus accomplishing the same result another way.

February 10, 1886. — George Butts was standing on top of tender of switching engine at the stone works' switch at Black Rock, and his head came in contact with the stone shed by which he was knocked off and two ribs broken. Inquiry was made as to whether the construction of this shed could not be so altered as to avoid these accidents. The stone company owning the shed, upon the solicitation of the railroad company, consented to remove the shed.

March 30, 1886. — Frank Severance, passenger, attempted to pass in front of a moving engine at the Rome passenger station, and was struck

by it, receiving severe injuries. Inquiry was made as to whether this accident had occurred at a highway crossing, and the reply was that it had not; the injured man was walking across the track trying to make a short cut to reach a train of the Rome, Watertown and Ogdensburgh railroad on the north side of the station.

April 5, 1886.—One mile east of Skaneateles, three repairers of the Western Union Telegraph line were going east on a hand-car, and met a work train going west. Unable to extricate themselves from the hand car they were run into and thrown off the track. Charles McCurd was fatally, and J. Bailey badly, injured. Inquiry was made as to who had authority to permit the use of hand-cars, and who, in this instance, was to blame. The answer was that since the Western Union telegraph was constructed along the line of the road, it had had a small car to take their repairers over the road, with the understanding that they were to keep clear of trains. In this instance the man in charge had failed to ascertain whether a train was due or not.

May 21, 1886.—At Dykeman's station, A. F. Beardsley drove from behind the station and on to the track in front of moving train; his wagon was struck and he was thrown out sustaining a bad scalp wound. Inquiry as to whether there was a flagman and whether the view was unobstructed, elicited affirmative answers to both questions, but that Beardsley was behind the station house, which was adjoining the crossing, and starting rapidly, pulled directly on to the track before the moving train.

June 9, 1886.—At the Jefferson Street crossing, Buffalo, Jennie Batkirocky, a girl nine years old, walking across the track, stepped in front of moving engine and was knocked down, two sleepers passing over her as she lay between the tracks. She was slightly injured. The answer of the company to inquiries was that there were neither gates nor a flagman at the crossing, and that the view was unobstructed for a long distance.

July 31, 1886.—At Warner's station, Robert McElroy crossed the tracks in front of a moving engine. The end of the pilot beam brushed across the small of his back. He was internally injured and died the next day. The company replied to inquiries that there was no grade crossing, and the man was a trespasser on the track.

August 1, 1886.—Joseph Peck was killed just south of the crossing at Cruger's, in attempting to cross the tracks in front of a moving engine. The company stated in reply to inquiries, that the crossing was guarded by a flagman, but that Peck was killed directly in front of the station building.

August 2, 1886.—Half a mile west of Clyde station, the packing of an engine blew out, scalding the engineer, John D. Fries, and fracturing his skull. He died that morning. Inquiry as to responsibility for this accident brought the reply that the engine had had a thorough overhauling the previous October, and that the engineer had run the engine daily up to the date of the accident, making 100 miles each day. The accident being one that could not be foreseen, no one was held responsible.

September 7, 1886.—At Old Field's crossing, west of Rochester, Michael Pepper drove on to track with a span of horses; the engineer warned him by whistle and bell, but he whipped up his horses, and

when nearly over was struck and thrown out. One rib was broken. The company stated in reply to inquiries that there were neither gates nor a flagman at the crossing, but that the view was unobstructed in both directions, from the north for at least a mile.

New York City and Northern.

July 6, 1886.—One-half mile north of Amawalk station, two horses came on the track in front of a train on a down grade, from a neighboring pasture, a gate having been left open. They were struck and the engine and three cars thrown from the track. Andrew Miller, the engineer, was fatally, and John McLaughlin, fireman, badly injured. Inquiry developed the fact that there were sufficient cattle guards at this point, but the horses crossed one between the rails on the ties.

New York, Lake Erie and Western.

October 5, 1885.—At the Ohio street freight house, Buffalo, John Daily, a laborer, was caught between a car and a platform, and his right collar bone broken. Inquiry was made as to whether he was injured in coupling cars. The answer was that he was not, but had sought shelter from the rain in a freight house into which a train was backing, and was caught while trying to escape.

October 7, 1885.—At Genesee street, Buffalo, Mrs. Francis A. Bergen and child drove across the track and were struck by the engine, sustaining slight injuries. In response to inquiries the company stated that there were no gates, and that a flagman was not stationed there at night. The view was unobstructed.

November 11, 1885.—At the coal dock at Newburgh, Arthur McCoy, brakeman, to escape a collision between engines 548 and 588, both drawing "wild cats," jumped from the cabooso and fractured a bone in the left thigh. Inquiry elicited the fact that several engines with cabooses were ordered from Newburgh to Dickson's switch, all of them running back. The crew to which McCoy was attached was the second to leave. The engineer saw the headlight of the leading engine, but supposed it was an engine on another track, and did not stop until it was too late.

November 12, 1885.—At bridge 32, Hampton, a train left the track, caused by a broken wheel, and seven cars were thrown down an embankment. Emil L. Gerst and James Cummerford were setting brakes and were thrown from the cars. Gerst was slightly injured and Cummerford had a rib broken. In answer to inquiries the company replied that the broken wheel was made by the Dickens' Manufacturing Company, in January, 1885, and applied to the car by the Delaware and Hudson Canal Company in February, 1885. It ran eight months and twenty-six days, making a mileage of 11,060. Cause of breakage was seamy thread, with split or crack extending eight inches in length and running to the flange, taking a piece with it.

November 19, 1885.—Thomas Kelly, aged ten, in attempting to cross the track in front of engine was struck and knocked down. He was cut about head badly. The company replied to inquiries that the accident occurred at a little-used crossing, and that no flagman was stationed there; that the view was unobstructed.

December 3, 1885.—At Scio, owing to a misplaced switch, a train left the track and was wrecked. Engineer Allen was instantly killed, Fireman Michael J. Kiely, slightly injured; Mrs. Mary French, a passenger, also slightly injured. Inquiry as to the kind of switch and as to the person or persons at fault, elicited the fact that the switch was a stub switch, and that the company, holding Conductor D. P. Smith, Brakeman Hugh Brayson and Telegraph Operator D. A. Howard at fault, had discharged them. Conductor Smith, of another train, on leaving Scio, requested Operator Howard to close the switch after his train and instructed Brakeman Brayson to see that it was done, as he proposed to ride on the engine. Operator Howard got on the caboose and rode to a switch beyond the one he was to close which was set right, and set it wrong. The company also informed the Board that it was putting in the split point safety switch as fast as possible.

December 31, 1885.—At a point two miles east of Otisville, Edward S. Stockbown, brakeman, seeing a collision between his train and one immediately leading, imminent, attempted to climb down from engine and was struck by signal post, sustaining bruises. The company replied to inquiries that Flagman Garrabrant had failed to go back with signal the proper distance. This, with the fact that there was a thick fog, caused the collision. Conductor Snook and Flagman Garrabrant of the leading train were dismissed.

January 9, 1886.—At Belvidere, train 2nd Extra No. 27, came into collision with the caboose of train 1st Extra No. 27. Orlando E. Howard, fireman, in jumping from the engine was slightly injured. Inquiry elicited the fact that 1st Extra No. 27 had broken in two, and before a flagman could get far enough back through the deep snow to signal, the 2nd extra ran into the caboose.

January 10, 1886.—At Port Jervis, Charles Bachman, while riding on the engine which came into collision with engine 255, was injured by the flying pieces of the cab, having three ribs broken. Inquiry brought out the fact that Engineer Rice, with engine 255, was making up a train in the yard; after getting the caboose out for the train, he backed it out over the cross-over on to the main track, but was obliged to take the switch again to let another engine, 149, pass. Engine 141 was following engine 149. After engine 149 had passed, Engineer Rice, with engine 255, without signal from the man in charge or others in authority, backed out again with switch set against train, just as engine 149 was passing, causing side collision. The engineer, Rice, was discharged.

January 12, 1886.—At Hillburn, while driving across the tracks, Robert Johnson was struck by an engine and thrown out, sustaining severe injuries. The company informed the Board, upon inquiry, that there were neither gates nor flagman and that the view was unobstructed.

January 16, 1886.—At Suffern's crossing, two miles west of Elmira, while driving across the track in a sleigh, Daniel Bennett and wife were struck. Mr. Bennett was instantly killed and Mrs. Bennett fatally injured, dying the next day. Inquiry elicited the fact that there were neither gates nor a flagman and that a house standing on the northwest side of the track obstructed the view of travelers of the east bound trains.

January 19, 1886.—At Greenwich street, Goshen, Philip Brady and

wife attempted to drive across the track ahead of an approaching train. The engine struck the wagon, the occupants were thrown out, and Philip Brady was instantly killed; Mrs. Brady was injured about the head. The company stated that there were no gates at the crossing, and at that hour, 10:40 P. M., no flagman; the view was obstructed by reason of a house standing close to the track, which is sharply curved at that point.

February 10, 1886.—One mile east of Friendship, Edward Haight, brakeman, while riding on top of train, was struck in the back of the head by a bridge. In answer the company stated there were no bridge warnings, for the reason that the bridge has a clearance of nineteen feet one inch from the rail. The height of the lading of the car on which Haight was riding was thirteen feet two and one-half inches from the rail, and this was the reason why he was hit.

February 10, 1886.—At Knox's crossing, one-half mile west of Midletown, J. Edward Herrick, in attempting to drive across the track in front of engine, was struck and fatally injured. Inquiry brought out the fact that there were neither gates nor a flagman at the crossing, and that view was clear and unobstructed.

March 16, 1886.—At Canisteo, John Huff, brakeman, while climbing up the ladder of a car, was caught between cars and bruised, the slack of the train causing them to come together. In answer to the inquiry why the blocks were not sufficiently heavy to prevent the cars coming so close together, the company answered that all endeavor to trace the particular cars involved had failed, but that Huff was of the impression that one of the cars had dead woods of less than the usual depth.

April 20, 1886.—At Swain's, Patrick Kelly, aged eight years, was struck by a moving engine and instantly killed, while attempting to cross the tracks. Inquiry developed the fact that the accident did not occur at a crossing, and that the lad was trespassing.

April 23, 1886.—At Deposit, George H. Reeves, flagman, while attempting to pull a pin, caught his foot in a frog, throwing him to the ground. He was fatally injured. In answer to an inquiry as to whether any measures had been taken to put blocks in the frogs to avoid such accidents, the company replied that this question had been under consideration for a long time. They were in doubt whether any great advantage would be gained by it, and that accidents of the kind under question rarely occurred on that line.

May 2, 1886.—At Babcock Street crossing, East Buffalo, George A. Rinehardt, in attempting to drive across the track, stopped to allow a train to pass. The horse becoming frightened backed into some cars that were being switched and threw him out; he was badly cut about the head. Inquiry showed that the crossing was protected by a flagman.

May 21, 1886.—At Hudson street, Elmira, Patrick Costello, in crossing the track, was run over and instantly killed. Inquiry showed that there were neither gates nor a flagman at the crossing.

July 29, 1886.—At Lakeville, John A. Quigley, conductor, was riding on the steps of the caboose and was caught between a chute projecting from an ice-house and the side of the caboose, breaking two ribs. Inquiry developed the fact that the railroad company had directed the ice company to remove the chute.

New York, New Haven and Hartford.

November 18, 1885.—At the over-head bridge west of Port Chester, Frederick Wolfe, brakeman, while standing on the top of a freight car, was struck by the bridge and fatally injured. Inquiry was made and the company answered that the bridge was provided with proper warning signals at the time of the accident. The man having charge of such signals reported that the one at Port Chester, as examined by him on the 17th of November, was all right.

December 8, 1885.—At the first crossing east of Williamsbridge station, Luigi Pignatori attempted to drive a team across the tracks. On the tracks one horse balked, and the reins becoming crossed they were pulled in the wrong direction. The engine struck them, killing the horses, demolishing the wagon, but only slightly injuring the driver. Inquiry showed that the crossing was properly protected by gates, the balking of one of the horses when on the track being the cause of the accident.

July 28, 1886.—A short distance east of New Rochelle station, James Connors was struck and killed. When first discovered he was walking or standing on the north side of the west bound track, about 150 feet away. The warning signals were sounded. The coroner's jury gave a verdict of accidental death.

New York, Ontario and Western.

May 6, 1886.—Two miles north of Parkville, train No. 5, passenger, was running at usual speed, when forward axle of forward truck of engine tank broke about one foot from inside of right hand wheel. Both wheels on broken axle fell inside the rails, the journals remaining in oil boxes, and ran over the ties 900 feet, when the right hand journal was thrown out of oil box, the tank was derailed and the baggage car and one passenger coach thrown down the embankment. Oscar Robbins, baggageman, was slightly injured. Inquiry brought out these facts: The axle was first put under a baggage car at Oswego, April, 1881, taken out June, 1883, after a service of 6,875 miles; put under coach, March, 1885, taken out September, 1885, service 10,030 miles; put under engine February 19, 1886; broke May 16, 1886, service 6,556 miles—a total mileage of 23,461. The journals were reduced from three and three-quarters to three and five-eighths inches. The officer expressed the belief that the usual practice was to run until the journal was reduced to three and a quarter inches and the record is 200,000 miles. Inspected in February, 1886, and no flaw was discovered; after breakage, it was found to have broken off square with the axis, and was three and three-quarter inches in diameter at point of fracture. Thirty-seven per cent of the section showed a flaw and the balance of the section was of granular structure. The flaw was concealed by good iron on both sides of the axle. It was made by Sheedy & Harman, of Cleveland, Ohio.

July 2, 1886.—At highway crossing, one and one-half miles north of Clinton, George Harrington attempted to drive across the track in front of train. When nearly over the rail he came to a dead stop, and was struck by engine, throwing him to the ground and killing him. The coroner's verdict attributed his death to his own carelessness. In-

quiry showed there were neither gates nor a flagman at the crossing, and the view was unobstructed.

Northern Central.

February 27, 1886.—At Elmira, at the south end of the coal switch, train No. 59 was pulling into the switch, when train No. 60 from the north ran into the side of No. 59, injuring the engineman and fireman of engine No. 2066, of train 60. J. Boyce, the engineman, was slightly, and Michael Burke, the fireman, so badly injured, that he died a week later. In reply to the question as to who was at fault, and as to what discipline had been exercised, the following letter was received from the superintendent of the division :

In reply to your favor of the 13th inst., asking for particulars in regard to the accident at Coal switch on February 27th, will say that the cause of this accident was the gross negligence of Operator M. U. Cherry, the circumstances being as follows:

Train 60 having the right of road was late, and train 59 at Watkins being ready to leave, the operator at that station asked train despatcher at Elmira for orders for them against train 60.

Train despatcher asked operator at Starkey for a report of train 60, and operator Cherry answered that train 60 had not passed; he advised the operator at Watkins the same a few minutes before.

Train despatcher then sent the following order to conductor and engineman of train 60 at Starkey, and train 59 at Watkins :

"Train 60 and train 59 will meet at Coal switch."

These orders were repeated back, according to the regulations as laid down in enclosed book of rules, and train 59 started for Coal switch. Some fifteen (15) minutes after the order had been received, Operator Cherry at Starkey called up the train despatcher and said he thought train 60 had passed his station. Train despatcher at once directed operator at Watkins to go out and try and recall train 59, but it was too late.

The trains collided at south end of Coal switch, while train 59 was pulling in on siding, with the results as already reported. Train 60 approached the north end of siding under control, but seeing engine of train 59 on siding, took it as a matter of course all was right, and brakes were released, and being on a down grade soon gained accelerated motion.

The men on train 59 saw train 60 approaching, but having every reason to suppose they had orders, had no doubt they would stop, and did not flag them until it was too late to avert the collision.

It developed, after an investigation, that Operator Cherry had secured his block signal at safety, contrary to Rule 18, enclosed book of Rules, and had gone to sleep.

During the time he was asleep, train 60 passed his station, and awakening immediately after and being called by train despatcher, he answered that train 60 had not passed.

Operator Cherry, therefore, disobeyed the rules: first, in not displaying his red block signal; second, in sleeping on duty; and third, in accepting an order for a train which he could not know positively if it had passed or not, having been asleep.

If he had gone to sleep with his red signal displayed, train 60 would have

stopped and awakened him; or having displayed the white or safety signal and having gone to sleep, if on awakening and being asked for a report of train 60, he had said he had been asleep, the order for train 60 would not have been sent to him; on the contrary, he failed in all these particulars and made the collision possible.

It may be asked what sort of person was Operator M. U. Cherry? Were his hours of work or duties so arduous as to give him any excuse for this gross negligence?

M. U. Cherry is a young man between twenty-one and twenty-two years of age. He is the son of an old and deserving employee of our road. Some four (4) years ago he was taken as a student in the telegraph office at Trout Run, Pa., on our line. After three (3) years' experience as student and helper to the agent at that station, and having become proficient in telegraphing, he was called to this office and examined carefully for the position of telegraph operator. He passed an excellent examination, showing entire familiarity with the rules, was well recommended by the agent for whom he worked, and was, therefore, made an extra operator, his duties being to fill the places of operators sick or off on leave of absence.

During the year he was so employed, he worked at a number of offices on our line. The reports were uniformly favorable as to his ability and attention to duty, in fact up to the fatal night of February 27th, his record had been first class.

His duties at Starkey were those of night operator, the hours being from 7 P. M. to 6 A. M. The previous night he had been excused about 5 A. M. He had no duties during the day.

Rule 18, above referred to, is strictly enforced, and no excuse is taken for a disobedience of the same.

It is unnecessary to say Operator Cherry has been discharged. He disappeared soon after the accident and his whereabouts at present are unknown. He, no doubt, fearing criminal prosecution.

In reply to the above letter, the Board sent the following communication:

Your communication of March 25, explaining the circumstances of the collision at Coal switch on February 27th is received.

It appears to the Board from your statement of facts, that the rules of the company are defective in that they do not provide that, when trains are to be moved toward each other by special order, the conductor and engineman *having the right of way should first be informed* of the change of meeting place.

Your attention is called to the enclosed report upon an accident on the Rochester and Niagara Falls branch of the New York Central railroad, where a collision occurred from the same defect in the rules of the company.

You will please inform the Board why your rules should not be amended in the particular stated.

The superintendent subsequently informed the Board that its communication had been referred to the general manager of the company, for his consideration. Subsequent correspondence showed that the general manager, while not antagonizing the rule which had been recommended by the Board (see page 215, Report for 1884), and which has been adopted by the New York Central and Hudson River and other roads of this State, yet seemed to be in doubt as to its appli-

cability in all cases, and that at the close of the year, of which this report treats, still had the matter under advisement.

August 11, 1886. — At Havana, George Relyea attempted to cross over the tracks at the highway crossing. His wagon was struck by an engine, throwing him out of the wagon and breaking three of his ribs and a small bone of the ankle. Inquiry showed that there were neither gates nor a flagman at the crossing, but that the view was unobstructed. Mr. Relyea was both deaf and near-sighted, and though he saw the train, he thought it was stopping at the station.

Rome, Watertown and Ogdensburgh.

June 4, 1886. — At Arsenal Street crossing, Watertown Junction, P. Redmond, conductor, was injured. Engine No. 6 was backing down. Train 54, of which Redmond was conductor, was backing in same direction on another track. Redmond was on rear platform of the caboose, and on reaching Arsenal street jumped off, and as he was crossing the track was struck by engine 26 and badly injured. Inquiry showed that there was a flagman stationed there night and day, but as Redmond leaped from a train the flagman could be of no protection to him.

August 13, 1886. — Ira Van Coughnett, a car repairer, was working on a car standing on the "cripple track," at the engine house in Watertown. A train went on this track, owing to a misplaced switch and, striking a car ahead of the one on which Van Coughnett was working, forced the car over him. Both legs were taken off. In answer to an inquiry as to where the responsibility for this accident rested, the company said that the watchman whose duty it was to arrange the switches properly, neglected this one. He was discharged.

Southern Central.

March 20, 1886. — Mrs. Philo Landers and her daughter were driving, and when nearing the crossing one mile south of Whitney's Point, the horse became unmanageable and running away came into collision with a train moving over the crossing. Both were thrown out and killed. Inquiry showed that there were neither gates nor a flagman, although the view was unobstructed.

August 13, 1886. — Lyman Watrous attempted to cross the tracks at the first crossing north of Dyden lake. The wagon was struck in the middle and Watrous was thrown on the pilot, but was only slightly injured. He was very deaf and did not hear the warning whistle. Inquiry showed that there were neither gates nor a flagman, but an unobstructed view.

Troy and Boston.

August 27, 1886. — At the crossing at Valley Falls west of the station, Mrs. Blanchard and son, ten years old, in a buggy, drove on to the track in front of the train. Mrs. Blanchard was killed and the boy injured. Inquiry of the company brought the answer that there were neither gates nor a flagman at the crossing, and that the view was unobstructed.

Ulster and Delaware.

August 23, 1886. — Engine No. 3 exploded while standing at the water-tank in the Rondout yard. John Bowes and Thomas Dugan were both severely scalded. Inquiry developed these facts, that the engine was given a thorough overhauling in the latter part of 1882, her lower sides made new, new flue sheets put in, and was considered in first-class condition. She was then tested by hot water pressure, 180 pounds to the square inch. Every two months she had been regularly tested. The authorities of the company were unable to give a reason for the explosion; the engine had been in the round-house from Saturday afternoon until Monday morning.

West Shore.

October 19, 1885. — Mrs. Stable attempted to cross the track in front of a moving engine, at the north yard, Kingston, and was instantly killed. Inquiry elicited the fact that Mrs. Stable was not on a crossing but walking on track. A dense fog was present, obscuring objects twenty-five feet away.

January 15, 1886. — At Byron Centre, Emanuel Peatten attempted to drive across the track directly in front of a moving engine and was instantly killed. Inquiry showed that there were neither gates nor a flagman, but the view was unobstructed.

February 22, 1886. — At the William Street crossing, Newburgh, Robert Davidson, while driving across the track, was struck by an engine and so badly injured that he died next morning. There were both a gate and a flagman at the crossing, but inquiry developed the fact that the gate was frozen up.

February 26, 1886. — At Wampsville, James Carson, brakeman, was on the tank of an engine going in on a switch, and was caught by a shed standing close to the tracks and was slightly injured. Inquiry was made, and the reply was that the shed, which had been built on private property, was promptly moved far enough back to prevent a repetition of the accident.

July 14, 1886. — Three hundred and fifty feet north of West Park station, Jacob Merkle, walking across the track, was struck by a moving engine and killed. Inquiry showed that he was not on a crossing. He was driving his cows across the track two hundred feet north of the regular farm crossing.

September 4, 1886. — Samuel Cook attempted to drive across the track in front of engine at St. Johnsville crossing. The wagon was struck near the front end and Mr. Cook was thrown out and instantly killed. Inquiry showed that there were neither gates nor a flagman, and the view was unobstructed.

September 27, 1886. — Patrick Ryan, riding on the rear step of an engine, on the coal track at the engine house, Syracuse, was crushed between the engine and cars on a siding and killed. Inquiry showed that five loaded cars that had been shunted on to a coal track, and on which the brakes were supposed to be set, ran down and collided with the engine on which Ryan was riding, catching him between the bumper-beam of engine and the sill of the gondola next attached.

CROSSINGS AT GRADE.

I.

IN THE MATTER OF THE REQUEST OF MISS C. W. VAN RENSSELAER TO RECOMMEND THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY TO STATION A FLAGMAN AT THE CROSSING OF THE HIGHWAY BETWEEN GREENBUSH AND CASTLETON, IN RENSSELAER COUNTY, AT THE POINT KNOWN AS THE FOOT OF TELLER'S HILL.

November 27, 1885.

This request was received on September 21st, and immediately transmitted to the New York Central and Hudson River Railroad Company in the usual course of business.

No answer was received until the 11th November, and then only on a second summons from the Board.

The railroad stated that after an examination, made by the authorities of the road, the conclusion was reached that the travel on the highway did not justify the call for or the expense of a flagman or gate.

A personal examination of the premises was made by a Commissioner and the Secretary of the Board on the 20th November.

To a traveler going south, the view of the track is unobstructed for a long distance in both directions. To a traveler going north, however, more care must be exercised before crossing, as the highway runs parallel to the track for five or six hundred feet before crossing it.

If the traveler, however, will keep a look-out to the left and rear he has an unobstructed view of the track for a long distance.

While all grade crossings are to a certain extent dangerous, the Board does not deem this to be one requiring a flagman, so long as any are allowed to remain without such protection.

By the Board.

WILLIAM C. HUDSON,
Secretary.

II.

U. G. PARIS *v.* THE DELAWARE AND HUDSON CANAL COMPANY.

February 11, 1886.

The defendant leases and operates the road of the Glens Falls Railroad Company. The track for a distance of several hundred feet is upon River street in the village of Sandy Hill. The dangers to the

public traveling upon River street are very great, as the complainant on behalf of himself and the public alleges. Persons driving over this necessary and much used thoroughfare are liable to be placed in great peril by passing trains, which no vigilance can anticipate or avoid. The railroad, as experience shows, never ought to have been allowed to occupy the street. But herein lies the difficulty to be now met.

Upon July 21, 1868, the Supreme Court, under sub-division 5 of section 28 of the General Railroad Act, granted the following order:

At a Special Term of the Supreme Court of the State of New York, held at the office of Hon. A. Bockes, in the village of Saratoga Springs, on the 21st day of July, 1868.

Present — Hon. A. BOCKES, *Justice*.

IN THE MATTER OF THE APPLICATION OF
THE GLENS FALLS RAILROAD COMPANY
FOR AN ORDER THAT SAID COMPANY
MAY CONSTRUCT THEIR RAILROAD UPON
AND ALONG RIVER STREET, IN THE
VILLAGE OF SANDY HILL.

Upon reading and filing the petition of the Glens Falls Railroad Company, duly verified, and notice of motion for an order that said Glens Falls Railroad Company may construct their railroad upon and along River street in the village of Sandy Hill, and proof of the due service of said petition and notice upon the trustees of the village of Sandy Hill, on motion of L. H. Northup, attorney for the Glens Falls Railroad Company, it is ordered that the Glens Falls Railroad Company have leave of this court to construct their railroad upon and along River street in the village of Sandy Hill, from the land of Peter Cota to and along the lands of Orson Richards.

A. BOCKES, *Justice of the Sup. Court.*

Filed, August 1, 1868.

On July 17th, preceding this order, the board of village trustees passed the following resolution:

FRIDAY MORNING, July 17, 1868.

Trustees met at the office of Hughes & Northup, pursuant to call of chair. Members present — Joseph McFarland, Loren Allen, William A. Coleman. The following resolution was unanimously adopted, viz.:

Resolved, That the Glens Falls Railroad Company have leave to construct their said road and lay their track upon and along River street in this village from the lands of Peter Cota to and along the lands of Orson Richards, as said road is designated upon the map thereof filed by said company in the office of the clerk of the county of Washington, and also to cross any streets in this village across which said railroad will run as designated upon said map.

I hereby certify that the foregoing minute of proceedings and resolution is a true and correct copy of the same from the records of the village of Sandy Hill, N. Y.

Dated, SANDY HILL, N. Y., January 4, 1886.

GRENVILLE M. INGALSBE,

Clerk village of Sandy Hill.

While the complainant alleged that the order of the Supreme Court was collusive and a fraud since the attorneys moving for it were also attorneys for the village authorities and but one side was represented, the fact remains that the order stands, and the railroad is secure in its possession of the route. The company did not by denial defend itself against the charge of the crossing being dangerous, and the proposi-

tion to take such measures as would lessen the dangers were entertained, as well as that of a change of route which would entirely remove them.

At the suggestion of the Board the company prepared a map of the proposed route through the village and made estimates as to the cost of the change. Pending the consideration of the estimates and maps, (which were sent by Mr. Paris), two flagmen were stationed at the point declared to be dangerous, and the speed of trains running through the town was reduced to six miles an hour.

III.

THE TRUSTEES OF THE VILLAGE OF BATH *v.* THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

June 12, 1896.

This complaint alleges that the railroad crossing at Belfast street, in Bath, N. Y., is a dangerous crossing, and ought to have a flagman.

On June 2, 1886, Commissioner Kernan inspected the locality in company with the complainants and their counsel, Reuben R. Lyon, Esq., the road being represented by Mr. Johnson.

The crossing is within the corporate limits and runs diagonally across the single track of the railroad. It is a principal avenue of communication between the village and an extensive farming country lying west of the town. The extensive Soldier's Home is so located that its numerous aged and decrepit inmates and its many visitors, including many strangers unfamiliar with the locality, are obliged to go to and from the institution by this street, and over this railroad crossing. Being thus within a village and a thoroughfare, the crossing fairly comes within those cases where the Board has adopted the rule of recommending flagmen, provided that the view of approaching trains is naturally or otherwise obstructed so as to make the crossing dangerous for those using the highway. Of this there can be no doubt in this case. As trains approach the village from a northerly direction, occasional glimpses of them may be caught by the keen-sighted and alert; but for a large portion of at least a half a mile of their approach, the trains are in a deep cut, and the view of them is seriously impeded by embankments as well as by trees, fences and buildings. At this point trains run at quite high speed, especially the fast train recently started by the road. It is, therefore, an eminently proper place to station a flagman for the safety and protection of the public, and this should be done by the road at once. Such flagman ought to be on duty during the time of the passage of trains.

RECOMMENDATION.

The Board, therefore, recommends that a flagman be kept by the New York, Lake Erie and Western Railroad Company at the Belfast street crossing of its road in the village of Bath, N. Y., during the hours that trains are there operated.

By the Board.

WILLIAM C. HUDSON,

Secretary.

A similar complaint touching the same street was simultaneously made against the Delaware, Lackawanna and Western Railroad Company. When transmitted, the company promptly replied that it had intended to place a flagman at the Belfast street crossing, and would do so at once, which it did.

IV.

TRUSTEES OF THE VILLAGE OF MOUNT MORRIS, N. Y., v. THE BUFFALO, NEW YORK AND PHILADELPHIA RAILROAD COMPANY.

June 8, 1886.

The trustees complain that the crossings of the railroad over Main and State streets in said village are so dangerous as to need that some additional protection be afforded to the public by the railroad. On June first, Commissioner Kernan inspected the crossings in company with the trustees, their counsel, Hon. Kidder M. Scott, and with the chief engineer of the road. These crossings are both within the corporation; they are thoroughfares exclusively used in going to and from the village; they are each upon a side hill, and the view of approaching trains is considerably obstructed from each highway. The situation and danger arising therefrom is quite accurately described in the complaint herein. The road has slowed its trains at these crossings down to not exceeding from four to six miles per hour, and flags the crossings when switching is done. In determining what further protection should be provided by the road it is proper to remember that the road is in the hands of a receiver, G. Clinton Gardner, Esq., and that its financial condition is such as to require cautious expenditure for only necessary purposes. Since the Commission Act is by its terms applicable to receivers, it is, however, proper that such recommendations as public safety demand should be made by the Board.

At the Main Street crossing the obstructions to a clear view of approaching trains are some trees, an embankment, and two warehouses or buildings, all of which stand on the railroad property as represented to the Board. By removing these the public will be much better enabled to see approaching trains, and the company can then largely improve the situation without incurring any very great expense.

At the State Street crossing the obstructions in the way of freight cars upon side and switch tracks, and lumber piles and buildings, are of such a character that there does not seem to be any other practical relief than to recommend the placing of a flagman.

The steep grade of the highway makes it a place of danger where warning of approaching trains should be given before persons drive close to the tracks.

RECOMMENDATIONS.

The Board recommends,

1. That the railroad cause the trees, embankment and buildings which stand upon its land in the vicinity of the Main Street crossing to be removed.
2. That a flagman be placed at the State Street crossing.

By the Board.

WILLIAM C. HUDSON.

Secretary.

This recommendation was not complied with. The receiver, while expressing entire willingness to do so, said that he was in possession of the road by order of the United States Circuit Court of the Western District of Pennsylvania and directly responsible to a master resident in Philadelphia, without whose assent no expenditures could be made. When counsel for the receiver was heard, he stated that proceedings for reorganization were pending and would probably eventuate by the close of the calendar year 1886. The Board then made order that until such time a flagman should be stationed at the crossing, and then the obstructing buildings removed.

V.

IN THE MATTER OF THE COMPLAINT OF STEPHEN T. HOPKINS *v.* THE WEST SHORE RAILROAD COMPANY, WITH REGARD TO A GRADE CROSSING OVER THE TRACKS OF THE WEST SHORE ON THE ROAD LEADING FROM THE SAUGERTIES ROAD TO THE SWAMP ROAD JUST SOUTH OF THE RED BRICK SCHOOL HOUSE IN THE TOWN OF CATSKILL.

September 28, 1886.

In consequence of the complaint with regard to this crossing the railroad company partially filled up the approaches to the track thereby materially improving it as compared with its condition at the time the complaint was made. As the improvements, however, did not meet the satisfaction of the complainant, a personal inspection was therefore made by Commissioner Rogers on September 22d.

The road, while a public highway, does not appear to be very much traveled; still a considerable amount of driving is evidently done over it. The view of the track is unobstructed to highway travelers approaching from the east; from the west, however, trains approaching from the north could not be seen until the highway traveler was nearly on the track. Considerable danger therefore is run when approaching the track from a westerly direction. This can be obviated by slightly further raising the highway on the west side of the track. The Board recommends that his action be taken by the railroad company.

By the Board.

WILLIAM C. HUDSON, *Secretary.*

The road has complied with the recommendations of the Board.

REPORT UPON TESTS OF AUTOMATIC CAR COUPLERS, JULY 1, 1886.

By Commissioner Rogers:

On June 16th and 17th the Board made practical tests of automatic freight car couplers in accordance with the following circular, issued April 29, 1886:

ALBANY, *April 29, 1886.*

SIR — Section 4 of Chapter 439, Laws of 1884, provides as follows:

§ 4. After July first, eighteen hundred and eighty-six, no couplers shall be placed upon any new freight car to be built or purchased for use, in whole or in part, upon any steam railroad in this State, unless the same can be coupled and uncoupled automatically without the necessity of having a person guide the link, lift the pin by hand, or go between the ends of the cars. The corporation, person or persons operating said railroad, and violating the provisions of this section, shall be liable to a penalty of not exceeding one hundred dollars for each offense.

On Wednesday, the 16th of June next, the Board of Railroad Commissioners will conduct practical tests of automatic freight car couplers, at the East Albany yards of the New York Central and Hudson River railroad, beginning at 10 A. M. None will be considered except when attached to at least two freight cars.

Cars thus equipped can be consigned to the East Albany yard of the New York Central and Hudson River railroad.

By the Board.

WILLIAM C. HUDSON,

Secretary.

The authorities of the New York Central and Hudson River Railroad Company courteously put at the disposal of the Board every facility to make the trials as complete as practicable under the circumstances. The tests were made upon the curve of a side track and under such conditions as would most frequently occur in practical operation. Thirty-three different couplers were represented. The points and requirements particularly considered were as follows:

1st. Facility to couple with its own kind with same or different height of draw bar.

2d. Facility to uncouple under all circumstances.

3d. Facility to couple with common link and pin, and whether automatic or not.

4th. Certainty to hold on uneven track.

5th. Capacity to be set so as not to couple when "kicked" into side tracks, etc.

6th. Non-liability of obstruction by dirt, snow, ice, rust, etc.

7th. Strength to resist concussion.

8th. Certainty of knowing which car to uncouple in the dark.

9th. Position of device to raise pin so as not to be above floor of car, with reference to applicability to platform cars.

10th. Non-interference of uncoupling device with brakeman guiding link into old draw bar.

11th. Simplicity of construction.

12th. Cost.

The importance of the subject is shown by the fact that the average number of deaths from coupling per year in this State for the last two years has been 16 deaths and 380 injuries to person.

The Board had three principal objects in making the tests:

1st. To give an opportunity to inventors to display their devices in a public way.

2d. To see what devices presented fulfilled the requirements of the law quoted in the above circular.

3d. To take another step toward determining, if possible, what is the best coupler.

The first two objects were attained. Some, but not much advance was made towards the third. There are so many devices having merit, yet none without objection, that the Board would be greatly embarrassed were it required to positively recommend any one to the exclusion of all others. This may seem a somewhat disappointing conclusion, but it is the only one possible under the circumstances. If the merits of all could be combined in one, a perfect coupler would be the result, but it must be remembered that every little improvement is patented, and until sufficient essential patents are the property of one party, a perfect device seems impossible. In the analogous case of the Westinghouse air-brake a vast number of patents have been purchased by the Westinghouse Company in addition to the original invention of Westinghouse, and so with almost every other device which is in final successful operation.

The Board proposes to give this subject its continued attention. The impressions and views it now holds it gives with due caution, reserving the right to alter or amend them as circumstances and increased investigation and experience may warrant.

To attain the main object of an automatic coupler, *i. e.*, to save the lives and limbs of trainmen, it is most desirable that but one device should be in universal use. If there is diversity it will increase rather than diminish the present dangers.

There appear to be but two ways for this to be brought about, one by the operation of the law of the "survival of the fittest," the other by the creation by Congress of a commission to determine upon one coupler and compel its adoption by all companies engaged in inter-State commerce.

The first method, it would seem, will be slow beyond all computation from present indications. There appears to be no good reason, however, why the second could not be done.

Under its powers to "regulate commerce among the several States" Congress has already prescribed rules for the inspection of hulls and boilers of steamships, for the examination of engineers as to their competency, for vessels being provided with boats, life-preservers, and for many similar things to insure the safety of travel by water.

It would seem that the same power could and should be exercised to insure safety in the operation of railroads.

From the diversity of the recommendations made by the States which have already acted on the coupler question, it seems to be hopeless to secure unanimity from them acting separately.

One is embarrassed at the outset of this subject with the fact that there are two rival and irreconcilable classes to deal with. 1st. The so-called "vertical plane couplers," and 2d, the *link* couplers.

VERTICAL PLANE COUPLERS.

Some of the practical difficulties with the vertical plane class are:

1st. None of them, as at present manufactured, with the exception of the Cowell and Janney, couple automatically with any other.

This difficulty could be remedied to a great extent, by having the movable knuckle universally on the right side, and of the same size. But positive objections are made by the Hein Company, for instance, to altering the proportions of the coupler upon the ground of destroying its strength.

2d. None of them undertake to couple automatically with the old link and pin except the Cowell.

This is a most serious objection for the reason that the slot into which the link goes is much smaller than in the old drawhead, and the danger to the brakeman of getting his hands caught correspondingly greater.

The cars with which many of them are equipped are not provided with deadwoods, so there is no protection for the trainman in case of the drawheads being broken by concussion. Deadwood blocks should be provided in all cases.

The device to couple and uncouple is frequently in the way and adds another danger.

In the case of the Cowell a throat is cut in the face to take a link. There is a dog moved by a spring to hold the pin up. This dog is intended to be pushed back by the link and the pin to fall automatically. The difficulty is two-fold.

First. The link would only be pushed in by a drawhead having a solid throat. (This difficulty is common to a great many.)

Second. The throat in the Cowell is so shallow that the link strikes before the drawheads come in *contact*, so the link would take the whole force of the blow in coupling, and would bear the whole strain pushing — conditions which would bend or break it.

3d. Almost all of the vertical plane couplers appear to be more or less liable to become fouled by dirt or rust if left standing for some time exposed to the weather, although there is quite a difference in them in this respect: the contrivance to catch the arm and hold it in place being quite complicated in some and simpler in others.

LINK COUPLERS.

Link couplers as a class present certain obvious advantages. They are simple in construction, cheap, not so liable to get out of order, conform better to the present method of coupling, and afford more "slack," thus allowing a long freight train to be more easily started

than if coupled with the closer "vertical plane" type. The Board does not propose to discuss the question as to which class forms "mechanically" the more perfect union. It is sufficient to say that either forms a sufficiently perfect union. The advantage which many of the link class possess of coupling automatically with the old drawhead the Board deems of great importance. It will be many years before the latter is entirely discarded from the railroads of the country, and therefore, forms an important factor in the problem.

A serious difficulty, however, with this type is that none of them will couple automatically with the old drawhead unless the latter has a *closed throat*, so that the link will be pushed on to the hook or against the dog to allow the pin to drop, as the case may be.

All those familiar with the subject will recognize that this requires a link of a *standard length*, and a throat both in the old drawhead and in the automatic drawhead of a *standard depth*, *shallow* enough to insure the link being pushed so as to secure connection, and *deep* enough to permit the drawheads to come in contact after connection.

Inasmuch as a very large proportion of the old drawheads are either "skeleton" or hollow too far back, this requirement makes an automatic coupling with them impossible.

It is desirable that a standard link be adopted and that all drawheads be provided with a stop in the throat so as to permit the link to enter but half an inch beyond its middle point. This could be done at a trifling expense.

It is quite obvious, therefore, that any automatic coupler requiring a link longer than the standard (say 10½ inches inside measurement) is essentially defective. This is equally true with regard to any *fixed* link coupler.

It is also asserted that any hooked coupler (such as Archer, etc.) is apt to have hook wear away, thus rendering uncoupling liable—this fact gives an advantage to a pin.

The law of the State as it exists to-day is very broad. It provides that no coupler shall be placed upon any new freight car * * * "unless the same can be coupled and uncoupled automatically without the necessity of having a person guide the link, lift the pin by hand, or go between the ends of the cars."

Such coupler might be defective, however, in many of the respects heretofore pointed out. The strict legal duty of the Board would be fulfilled in seeing that the railroad corporations adopt such devices as come within the law, however defective in other respects; and indeed it is the only positive power vested in the Board in the premises. It has deemed it better, however, to call attention to the matters hereinbefore mentioned and to make the following recommendations:

CONCLUSIONS AND RECOMMENDATIONS.

The Board of Railroad Commissioners recommends:

1st. That the standard height of drawbar of the Master Car Builders' Association, viz.: two feet, nine inches from top of rail to center of drawhead when car empty, be adopted by all railroad corporations; that new cars be made to conform thereto, and that old cars when repaired be made to conform as nearly as possible.

2d. That all freight cars, not having platforms, be equipped with "deadwood" blocks to conform to the standard of the Master Car Builders' Association.

3d. That a standard link be adopted of ten and one-half inches inside measurement, and thirteen inches outside measurement.

4th. That all existing link and pin drawheads be provided with a stop in the throat to prevent a link entering more than seven inches.

5th. Of the couplers presented to be tested on the 16th and 17th of June the Board finds the following to fulfil the requirements of the law.

There are many others of which the Board has drawings or models and which possess merit, but as to them the Board makes no mention, for the reasons, first, that cars were not equipped with them, and second, that but little weight can be given to the working of a model alone.

Those practically tested are divided,

1st. Into classes mentioned in what the Board regards as the order of merit.

2d. Each coupler is mentioned under its class in what the Board regards as its order of merit.

FIRST CLASS.

A. Link and pin couplers; pin held up by catch or "dog." The "dog" is thrown back by link entering, allowing pin to drop automatically — uses standard link and couples automatically with old drawbar if stop in throat, or,

B. Bevelled pin permitting link to slip under:

Hoag,
McKeen,
N. Barr,
Perry,
United States,
Robinson,
Keeler,
Smilie,
Sherman,
Thurber,
Whitman,
Kilmer (bevelled pin),
Wilson (bevelled pin).

SECOND CLASS.

Vertical hook and link. Link pushed on to hook. Couples automatically with old drawbar if stop in throat:

Archer,
Aikman,
Marks,

Baldwin,
Fennell.

THIRD CLASS.

So-called "vertical plane couplers." A "*knuckle*," opening in a horizontal plane, fits into a corresponding knuckle on other drawbar — does not couple automatically with old drawhead except Cowell, which has throat in face :

Janney,
Barnes,
Cowell,
Thurmond,
Dowling,
Hein,
Titus & Bossinger,
Boston Automatic,
Lorraine.

FOURTH CLASS.

Fixed link. Does not couple automatically with old drawbar:

Ames,
Curtis & Wood,
Adams, Felthausen & Lawtenslager.

MISCELLANEOUS.

Powell: Has a toothed wheel to serve for pin. Ingenious but practicability not been demonstrated. Couples automatically with old drawbar:

Wood & Drake, doubtful utility.
Kaltenbeck, doubtful utility.

By the Board.

WILLIAM C. HUDSON,

Secretary.

LENGTH OF STEAM RAILROADS

IN OPERATION SEPTEMBER 30, 1886.

[SMALL CAPITALS indicate lessee; indentions indicate leased or operated lines]

Name of Company.	Miles in State of New York.
Addison and Northern Pennsylvania.....	10.30
Adirondack.....	58.00
Bath and Hammondsport.....	9.40
Boston and Albany.....	56.53
BOSTON, HOOSAC TUNNEL AND WESTERN.....	54.73
Hoosac Tunnel and Saratoga.....	13.32
Saratoga Lake.....	10.00
BRADFORD, ELDERED AND CUBA.....	23.71
Bradford, Richburgh and Cuba.....	3.62
Wellsville, Bolivar and Eldred.....	20.62
Brooklyn, Bath and West End.....	7.00
Brooklyn, Flatbush and Coney Island.....	7.50
Brooklyn and Rockaway Beach.....	3.50
Buffalo Creek.....	4.36
BUFFALO, NEW YORK AND PHILADELPHIA.....	200.40
Genesee Valley Canal.....	98.91
Genesee Valley Terminal.....	2.46
Mayville Extension.....	3.50
Olean, Bradford and Warren.....	12.53
BUFFALO, ROCHESTER AND PITTSBURGH.....	166.21
Perry.....	1.03
CATSKILL MOUNTAIN.....	15.73
Cairo.....	3.78
CENTRAL VERMONT:	
Addison.....	.75
Ogdensburg and Lake Champlain.....	118.00
Chateaugay.....	53.96
CLOVE BRANCH.....	4.25
New York, Boston and Montreal (trustees).....	4.01
Conesus Lake.....	1.70
Cooperstown and Susquehanna Valley.....	16.25
Crown Point Iron Companies' Railroad.....	12.84
DELAWARE AND HUDSON CANAL COMPANY:	
Albany and Susquehanna.....	142.51
Albany and Vermont.....	12.18
Cherry Valley, Sharon and Albany.....	20.99
Glens Falls.....	15.12
Lackawanna and Susquehanna (owned).....	17.65

	Name of Company.	Miles in State of New York.
	New York and Canada.....	149.94
	Rensselaer and Saratoga.....	110.15
	Saratoga and Schenectady.....	21.56
	Schenectady and Duaneburgh.....	13.79
	Schenectady and Mechanicville (owned).....	9.93
	West Troy and Green Island.....	1.08
ROAD:	DELAWARE, LACKAWANNA AND WESTERN:	
SSK	Cayuga and Susquehanna Valley.....	34.41
	Greene.....	8.10
	New York, Lackawanna and Western.....	207.79
	Oswego and Syracuse.....	34.98
	Syracuse, Binghamton and New York.....	81.00
	Utica, Chenango and Susquehanna Valley.....	97.41
	Valley.....	11.64
	Elmira, Cortland and Northern.....	119.84
	FALL BROOK COAL COMPANY:	
	Corning, Cowanesque and Antrim.....	15.64
	Penn Yan and New York.....	6.50
	Syracuse, Geneva and Corning.....	57.75
	Fonda, Johnstown and Gloversville.....	26.17
	GENEVA, ITHACA AND SAYRE.....	113.35
	Hayt's Corners, Ovid and Willard.....	2.99
	Greenwich and Johnsonville.....	14.65
	Hartford and Connecticut Western.....	41.60
	Herkimer, Newport and Poland.....	16.73
	Kaaterskill.....	7.50
	LACKAWANNA AND PITTSBURGH.....	79.86
	Rochester, New York and Pennsylvania.....	11.75
	Lake Champlain and Moriah.....	7.66
	Lake Shore and Michigan Southern.....	71.00
	Lehigh and Hudson River.....	15.10
	LONG ISLAND.....	177.45
	Brooklyn and Jamaica.....	9.68
	Brooklyn and Montauk.....	67.08
	Bay Ridge Branch.....	4.23
	Far Rockaway Branch.....	9.41
	Greenpoint Branch.....	3.79
	Hunters Point and South Side.....	1.52
	Long Island City and Flushing.....	14.05
	New York, Brooklyn and Manhattan Beach.....	12.39
	Newtown and Flushing.....	3.98
	New York and Rockaway.....	8.91
	Stewart.....	16.34
	Smithtown and Port Jefferson.....	19.06
	Whitestone Branch.....	4.00
	Woodside Branch.....	3.99
	Marine.....	0.33
	Middleburgh and Schoharie.....	5.75
	Newburgh, Dutchess and Connecticut.....	58.84
	NEW JERSEY AND NEW YORK.....	18.15
	Garnerville.....	1.00

Name of Company.	Miles in State of New York.
NEW YORK CENTRAL AND HUDSON RIVER.....	748.74
Amsterdam, Chuctanunda and Northern.....	1.50
Dunkirk, Allegheny Valley and Pittsburgh.....	42.30
Geneva and Lyons.....	14.12
New York Central and Niagara River.....	2.81
New York and Harlem.....	134.06
Niagara Bridge and Canandaigua.....	98.46
Spuyten Duyvil and Port Morris.....	6.04
Troy and Greenbush.....	6.00
West Shore.....	426.97
New York, Chicago and St. Louis.....	68.07
NEW YORK CITY AND NORTHERN.....	52.90
West Side and Yonkers.....	1.16
NEW YORK, LAKE ERIE AND WESTERN.....	487.10
Avon, Geneseo and Mount Morris.....	17.56
Buffalo, Bradford and Pittsburgh.....	7.81
Buffalo, New York and Erie.....	139.95
Buffalo and South Western.....	68.39
Erie and Genesee Valley.....	12.25
Elmira and State Line.....	6.52
Goshen and Deckertown.....	11.65
Lockport and Buffalo.....	13.89
Middletown and Crawford.....	10.22
Montgomery and Erie.....	10.22
Newburgh and New York.....	12.59
New York, Pennsylvania and Ohio.....	49.24
Northern Railroad of New Jersey.....	1.44
Nyack and Northern.....	4.38
Rochester and Genesee Valley.....	18.26
Suspension Bridge and Erie Junction.....	23.28
NEW YORK, NEW HAVEN AND HARTFORD.....	14.05
Harlem River and Port Chester.....	11.80
NEW YORK, ONTARIO AND WESTERN.....	319.72
Rome and Clinton.....	12.70
Utica, Clinton and Binghamton (steam).....	31.30
New York and New England.....	30.72
New York, Rutland and Montreal.....	52.10
New York and Sea Beach.....	6.00
NEW YORK, SUSQUEHANNA AND WESTERN:	
Middletown, Unionville and Water Gap.....	13.00
New York, Woodhaven and Rockaway.....	10.34
Northern Adirondack.....	34.00
NORTHERN CENTRAL:	
Chemung.....	17.80
Elmira, Jefferson and Canandaigua.....	46.70
Elmira and Williamsport.....	6.50
Sodus Bay and Southern.....	33.60
PENNSYLVANIA AND NEW YORK CANAL AND RAILWAY Co.	
Lehigh Valley.....	12.00
Waverly and State Line.....	1.00
Port Jervis and Monticello.....	23.75

Name of Company.	Miles in State of New York.
Poughkeepsie, Hartford and Boston.....	36.16
PROSPECT PARK AND CONEY ISLAND (steam).....	5.75
New York and Coney Island.....	2.41
Rochester and Lake Ontario.....	6.05
ROME, WATERTOWN AND OGDENSBURGH.....	388.51
Carthage, Watertown and Sackett's Harbor.....	29.59
Clayton and Theresa.....	15.87
Niagara Falls Branch.....	15.74
Oswego and Rome.....	28.49
Rochester and Ontario Belt.....	6.00
Syracuse, Phoenix and Oswego.....	15.74
Utica and Black River.....	133.94
Saratoga, Mount McGregor and Lake George..	10.50
Schoharie Valley.....	4.38
Silver Lake.....	6.50
Skaneateles.....	6.00
SOUTHERN CENTRAL.....	114.00
Ithaca, Auburn and Western.....	37.72
Southfield Branch.....	1.00
STATEN ISLAND RAPID TRANSIT.....	6.00
Staten Island.....	13.00
Sterling Mountain.....	7.60
Stony Clove and Catskill Mountain.....	14.30
Syracuse, Ontario and New York.....	43.49
Tonawanda Valley and Cuba... ..	59.09
TROY AND BOSTON	34.74
Troy and Bennington.....	5.09
Troy Union.....	2.14
ULSTER AND DELAWARE	78.00
Hobart Branch.....	3.61
Wallkill Valley.... ..	33.46

INSPECTIONS.

The following reports are condensations made by the inspector from his field notes. The field notes themselves are filed in the office of the Board, and show in very much greater detail the condition of the structures and road-bed. [R. R. COMES.]

ADDISON RAILROAD.

The half mile or more of this railroad in the State of New York is operated by the Central Vermont Railroad Company. It extends from Addison Junction, with the New York and Canada railroad, to the center of the channel in Lake Champlain. One train each way only per day constitutes the traffic of the road in this State. The rail is iron, very much worn, secured at ends with iron chairs. The maintenance of superstructure is poor, both in line and surface on the road-bed, which constitutes about one-half the length of road, the other half consisting of a trestle and pile bridge from the west shore to center of channel in lake. A portion of this structure has been repaired and some of the old timber replaced with new. The spans of trestle are about twelve feet from center to center of caps, and the stringers consist of two pieces six by thirteen inches in section, under each rail. The ties have been renewed and are spaced about one foot in the clear. One span was noticed seventeen feet between centers of caps, with two seven by fourteen inches section stringers under each rail. This is too light, leaving little, if any, factor for safety. Near the channel the renewals have not been as thoroughly made, and many of the caps, stringers, ties and guards, are seriously decayed. A few of the bents were in poor condition. One cap was noticed as badly decayed, and the blocking used to retain surface of track was crushed down into the old cap. At another point where the inside piles supporting a bent had become useless, or ice had removed them, one new pile at each end of a sill had been driven, and the bent was a truss from outside to outside pile. This trussed bent was canted sideways, giving inadequate support to the stringers. A number of bents were noticed leaning sideways, and not vertical under stringers.

Subsequent to this inspection, an opportunity was offered your inspector to again make a casual examination of the channel end of the structure, and he found the warped trussed bent had been righted, and further renewals had been made. It is a difficult matter to keep the trestle in the lake in proper position by reason of moving ice. Much of this could be obviated by filling with large stone and forming an embankment.

As now constructed and maintained it is unworkmanlike, and appears to be insufficient.

The president of the company has sent the following copy of a letter received by him from the bridge master, to whom the report was referred:

DEAR SIR—Yours of the 8th received, with inclosed report of Thos. W. Spencer, inspector for Board of New York Commissioners, and in reply I will say that I have made examination of the bridge referred to and find the condition of it as follows:

1st. The trestle, about 700 feet in length, from the west shore of the lake west to the hard ground, that was built in place of earth and stone embankment and intended to be filled at some future time, has been nearly all rebuilt, all except some of the pin posts that were good were left in. The ties are spaced only eight inches in the clear, and a guard rail six by eight is locked and bolted to the ties in as good workmanlike manner as we do on any bridge. The bridge proper from the west shore of the lake to the channel, about 500 feet in length, is constructed of pile bents driven into bed of lake. There is one of these bents that is seventeen feet span, as reported, with two seven by fourteen-inch stringers under each rail, and in addition there is outside of these a ten by fourteen-inch stringer under the guard stick that gives additional support, and I have ordered two more sticks of two by fourteen put in, which will make it secure beyond any question. The decayed cap and stringer referred to have been taken out since their inspection was made, and also the bent that was canted. More have been put into place, and there are one or two more bents that are to be renewed this fall, and I consider the bridge in safe condition for the traffic over it. It is a difficult matter to always keep the bents all in their original positions, as the ice moves them more or less every winter, but the plan proposed to obviate this, by filling with large stone, I should not think advisable, as it would be very difficult to drive new bents or guard piles after it had been filled with the stone. We have done considerable work on the whole bridge this season, more than in any one year before, all that we considered necessary (except the general repairs) to make it secure until next spring, and then shall commence and renew nearly all of the old timber, and with this view I have already made schedule of timber for that purpose.

Very respectfully,

(Signed) L. E. ROYS, B. M.

RUTLAND, Nov. 18, 1886.

ADDISON AND NORTHERN PENNSYLVANIA RAILROAD.

(Three feet gauge.)

This road remains in much the same condition as when inspected in 1884. About two and one-half miles of steel rail has been laid, which, with the moving of the line of track into

the hillside where embankments have settled away, and the renewing of a few ties, constitutes about all the changes. Mile posts have been put in place and bridges numbered. The surface and line of track has been improved as much as possible with the light iron rail, and the material used as ballast. The ditches along the road-bed are generally in good condition. The hemlock ties—six by six inches section—already show wear and age, and a larger tie is now used in the renewals. Where the road is laid with steel it is in much the best condition. The truss bridges over the Canisteo and Tuscarora creeks are in good order, but the trestle at the north end of the Tuscarora Creek bridge was washed away last spring, and is now cribbed up with timber. Probably new and larger piles will be required under the north end of truss. The trestle bridges begin to show age, and the filling or repair of some of them will soon be necessary. The ties on one or two of them should be at once renewed. The rails are laid with alternate suspended joints, some of which were without a full complement of bolts, and a few without bolts in one rail. One or more wooden box culverts were noticed as failing, the covering breaking in. These should be repaired or stone culverts substituted. There are a number of points on the down-hill side of embankments that are quite too narrow and should be widened, or the track thrown into the hillside. The hauling of loaded standard car bodies on narrow gauge trucks makes the widening of banks and a well-maintained surface and line of track the more necessary.

The two depots in New York, at Addison and Freeman, are well and neatly maintained, and the equipment appears to be in good order.

Generally, the property may be said to be in fair condition, but another season will probably develop the necessity of considerable renewals in ties, rail and bridging.

BOSTON AND ALBANY RAILROAD.

The last inspection of this railroad was made in October, 1884, and on page 242 of the Commissioners' report for that year may be found the result of that examination.

The general outline of the property remains unchanged, but considerable improvements have been made, particularly in the truss bridging and in the rebuilding of masonry. At the crossing of Third avenue, Greenbush, an iron foot-bridge has been placed over railroad tracks, and at the highway crossing at Second avenue the trusses have been inclosed to prevent the frightening of horses while crossing over the railroad. Both of these improvements were made in accordance with recommendations of the Railroad Commissioners.

At an over-highway crossing between Van Hoesen's and Kinderhook is a plate-girder deck bridge which has a strong tie flooring with guard timbers twelve inches square, well bolted to ties; but it would be advisable to extend the floor system a few more ties at each approach, or widen the embankments to connect more securely with bridge floor.

The bridges between Kinderhook and Chatham, noted in last report as insufficient in the condition of flooring, have all been thoroughly repaired or entirely renewed. Between the same points, an iron highway bridge, with excellent masonry abutments, has been constructed, resulting in the doing away with two grade crossings. The company endeavor to pass all highways either under or over their tracks, urging town authorities to aid them in this respect, and as fast as it can reasonably be done, the work is being accomplished. At an under-street crossing, east of Chatham depot, where was, when last inspected, a wooden truss, the company have constructed heavy masonry abutments and spanned the street with a plate-girder deck bridge.

Between Chatham and the State line of Massachusetts, the Chatham creek is crossed several times. Four of these crossings were at time of last inspection spanned with wooden trusses. Last year these wooden bridges were replaced with heavy iron lattice deck structures and the masonry rebuilt in the most substantial manner. There are now no wooden trusses on the main line of road.

The roadway and fencing are thoroughly and neatly maintained. All old material is removed or burned, and weeds and bush cut from fence to fence. At highway crossings the cattle-guards and fences are kept in good order to prevent trespass of farm-stock, but the sleepers on these cattle-guards are too widely spaced and would probably let a derailed wheel through them; a good strong flooring is suggested for each cattle-guard. Highway warning signs, and warnings of overhead obstructions were all found in place.

Considerable trouble has been experienced in the clay cuttings and on some embankments, between Albany and Kinderhook, by reason of the clay being disposed to slide from the shale rock upon which it rests and dips in the direction of the slope of hillside. This trouble was encountered more than usual last spring. In one instance an embankment slid bodily for a number of feet, and the road-bed has since been restored by filling with engine cinders. The ditches at angles of road-bed were being reopened all along these clay cuttings at time of inspection.

Great care is taken in the maintaining of the superstructure of this road, and its general condition was found, even at the early season in which this inspection was made, to be workmanlike in its line and surface. The work of renewing the too old sleepers was in progress, and is to be thoroughly done during the season. All sharp curves are strongly braced outside of both rails. Point switches are exclusively used in main tracks, with points located whenever possible in the direction of train movement. All sidings out of main tracks have a stick of timber secured across the rails to prevent cars moving by gravity, or otherwise of themselves, on to main tracks.

Each of the passenger stations were inspected, and in no instance were they found neglected, either in maintenance or cleanliness, and sufficient and comfortable sittings are provided. The passenger station at Chatham, now located in an awkward position between the main tracks, is to be moved outside of both tracks to a more accessible locality.

Hudson and Chatham Branch.

This branch line remains in much the same physical condition as when last inspected. With the exception of three and one-half miles of iron, the superstructure is laid with steel. The iron rail is in fair condition, the road-bed is well drained and ballasted, the sleepers thoroughly maintained as also the line and surface of track. Great care is noticeable in keeping the road-way neat and orderly, but the fencing at many points is much neglected, often entirely gone. The reason for such deficiency is said to be owing to the fact that when the right of way was purchased, the burden of fencing and its maintenance remained with the land-owners.

Crossing Indian river is a through Howe truss bridge, covered, and timber in good condition. The truss rods have been reinforced with additional rods; the bridge has a good floor system. South of Ghent is a twenty feet span opening for a waterway. This opening is spanned with two eight by sixteen inches sectional stringers, having a two-inch girder truss rod under each rail. The cross ties are closely spaced, but there are no guard timbers or spacing ribbons. This bridge is in good condition. At Pulver's station there is a low Howe truss with trusses only, housed. Some of the floor timbers are too old and should be renewed. The truss rods have been reinforced. Crossing Claverack creek are two one hundred and twenty-five feet spans of through Howe trusses. One span is quite new and has very large members. The other span is in fair life of timber and has additional truss rods. The whole has a good floor and is inclosed.

Crossing a street at Upper-Hudson is a plate girder deck bridge of about thirty feet span, which has a standard floor. All these structures have excellent masonry sub-structures. The cattle-guards and minor openings are constructed of fair masonry, but the ties are too widely spaced, and guard-rails omitted. In reinforcing the truss rods above referred to, and generally throughout the State, the plan adopted is to place an additional rod on each side of the truss at or near the panel point and pass them through an oak saddle at top and bottom of truss, with a washer and nut applied in usual manner. In the cases in question the oak blocks are about three inches thick and eight inches wide, and about one-half of the washer is under and over the outside chord members. Your inspector has frequently noticed oak saddles split in the line of holes bored to receive the truss rods, and when too thin a bending of the block occurs. Often the rods are located away from the panel point, and sometimes on opposite sides top and bottom. It is suggested that a heavy channel iron saddle be used with holes to receive the original rods, the iron saddle to be of sufficient weight of flange to positively resist bending. If so arranged, the original and additional rods properly adjusted will act in unison. Particular reference is made to this matter, as upon many roads the reinforcing of Howe truss rods is crudely done, and reliance placed upon an insufficient wooden saddle.

All the station buildings on this branch were examined and found to be in the same excellent condition as those on the main line. A number of the depots have been recently renovated and painted.

From Upper-Hudson to Hudson, a distance of about one mile, the road is double tracked and crosses the New York Central and Hudson River railroad at grade near the freight-house and coal docks of the branch road. From Upper-Hudson to a point near the grade crossing, the grade of the branch road descends about one hundred and fifty feet per mile. (See report of Railroad Commissioners, 1886.) The passenger station of the Central-Hudson road is located about one-third mile north of this grade crossing. The Central-Hudson trains do not stop, only as approaching and departing from the station. The cars of the branch road stop before crossing the Central-Hudson main tracks. There is a large amount of switching done across the Central-Hudson road. It is respectfully suggested, in view of the liability of couplings breaking on the heavy grade, and of cars becoming unmanageable, that suitable throw-off switches, a sufficient distance from the Central-Hudson tracks, be placed in the tracks of the branch road and interlocked with the signal at the crossing.

BROOKLYN, BATH AND WEST END RAILROAD,

Formerly Brooklyn, Bath and Coney Island.

Considerable change has quite recently been made in this property, and further alterations and betterments are now in progress.

At points where there were very sharp curves, additional lands have been purchased, and the degree of curvature reduced. About one-half mile of steel rails were laid last season, and 700 tons purchased and delivered. The present management deem this rail too heavy for the needs of the road, and it is to be exchanged for a lighter section, and the remaining iron rail removed.

Improvements were made last season in the road-bed and more or less reballasting and surfacing of superstructure accomplished. The track is now in reasonable condition for

the character of the road. A few point-switches have been added and other minor improvements made, adding to its efficiency and safety. At Greenwood the old depot has been remodeled, making a more convenient terminus, and at Coney Island some improvements and repairs have been made.

The wooden draw-bridge over Coney Island creek, the only opening of any moment on the road, was found in very poor condition. The timber in the pivot pier, forming the support of the draw, was in very poor life and the transom beam of the draw too far gone with decay. The flooring of the draw and arrangement of its bearings on the receiving abutment were insufficient for absolute safety. The management propose an immediate renewal and upon a more secure plan of construction, which was strenuously urged, and cannot safely be delayed. The draw is in frequent use, and will not admit of bents underneath.

During the past season the renewing of sleepers was quite thoroughly done, and the further placing of the road in the best condition is contemplated this year. In fact, arrangements have already been made to accomplish such a result. Also a further improvement of the line of the road is intended.

The passenger cars and locomotives were being thoroughly overhauled, and every thing appeared to point toward a better maintained property.

A further inspection of the above road was made April 17, 1886, especially of the defective draw-bridge at Coney Island creek. An entire new draw has just been completed, and the pivot rest of draw repaired. As now constructed, the structure is every way competent for its work.

BROOKLYN, FLATBUSH AND CONEY ISLAND RAILROAD.

From Bedford station, Atlantic avenue, Brooklyn, to Brighton Beach, Coney Island; seven and one-half miles in length; all double track, laid with steel.

The large hotel at Brighton Beach, used in part as a passenger station, has suffered much by the encroachment of the ocean.

At high tide the entire front and basement on the ocean side is flooded. Piles were driven last winter, and the larger portion of the main building now rests on a timber and pile sub-structure. The railroad and station yard in the rear have thus far escaped injury, and the platforms and tracks are in very good order.

During the winter season only one track is operated, and this one was found in fair line and surface, but the sleepers require a larger renewal than was made last year. The same may be said of the other track, which at the early time of inspection had not been put in condition for the summer travel of July and August.

Six thousand ties were renewed in 1884, 2,000 in 1885, and it was stated that 2,000 would be renewed this year. This volume of renewals would make an average of 3,333 in three years, and the general life of ties about ten years, which is somewhat longer than can be safely depended upon. As a whole the ties appear to be fairly maintained, but many were observed as having the rail cut too deeply into them, indicating over-age or inability to sustain the traffic.

The cuttings through Flatbush and northerly have more or less exposed boulders on the slopes which should all be removed, being much better than depending upon watchmen, although a watchful care is maintained during the busy season. Reference to this matter was made in the previous report.

There is very little bridging supporting the superstructure. What there is consists of a pile bridge over Coney Island creek and a short wooden stringer opening with masonry abutments near Gravesend. The pile bridge has lately been repaired in part with new stringers, ties and guard-rails. The other structure is in fair order.

At time of inspection the passenger cars were being renovated and trucks put in good order.

The motive power is in very good condition.

BROOKLYN AND ROCKAWAY BEACH RAILROAD.

A single track railroad, three and one-half miles in length, extending from Atlantic avenue, East New York, to Canarsie, on Jamaica bay. The property also includes the hotel and other buildings at the southern terminus, on the bay shore.

May 29, 1884, was the last inspection, a report of which is given on page 245 of the Report of the Railroad Commissioners of that year.

The road shows a much better condition than when last inspected. One and one-half miles of steel rail has been laid, the sleepers thoroughly renewed, and the superstructure well ballasted, lined and surfaced throughout. The roadway from fence to fence is in a clean, orderly condition.

There are but two openings—both of which are short single span waterways—and have been strongly floored, as advised by the Commissioners.

One new engine and one passenger car have been added to the equipment since the previous inspection.

Every thing about the property shows care and good judgment in its maintenance, to an extent that is commendable.

BUFFALO CREEK RAILROAD.

Most of the traffic of this road consists in the transferring of freight cars between the several roads centering in Buffalo, including the delivery of coal and lumber along the water front on Lake Erie, within the city limits. The Buffalo, Rochester and Pittsburgh, and Buffalo and Southwestern railroads run passenger trains over portions of the line. The main line extends from a junction with the Central-Hudson near William street, to the northerly end of Ganson street, about four and one-quarter miles. The Punnett street branch and a branch from near the Hamburg turnpike, northerly, crossing the city ship canal, and along the shore of Lake Erie to the coal tracks of the Buffalo, New York and Philadelphia railroad, at the lake, aggregate about one and one-half miles in length. There are also a number of sidings to lumber and coal yards, warehouses and manufactories. Portions of the main line are double tracked. The superstructure on the main line and branches is laid with steel rails, which are in fair condition. The sidings are laid with iron rails, considerably worn. Crossing the city ship canal is an iron pivot through draw-bridge, single track, in good order, and over Buffalo creek two spans of iron through trusses, in like condition, except that the iron work requires painting. Both of these bridges have excellent masonry substructures. The trestles and pile bridges, of which there are a number crossing small streams and low bottom lands, were examined and found in fair condition. Repairs were being made, but very much of the trestle work could be filled by providing culverts for the passage of drainage and sewage of the city. Six main lines of railroads cross this line at grade; signals and watchmen are maintained at each. The general condition of the superstructure in main line is fair; the sleepers and rails, however, show the effect of the immense traffic, which is almost constant. The portion of the main line over which passenger trains run is in some better condition, and their speed is restricted to twelve miles per hour. Nothing was observed as seriously out of order, yet better maintained sleepers would be desirable, even with the low rate of speed adopted.

BUFFALO, NEW YORK AND PHILADELPHIA RAILWAY.

The inspection of this property, covering 318 miles of railroad in New York, was carefully made. The last inspection was made in 1884, and the report published in the first volume of the Commissioners' report for that year.

The present inspection commenced at the city of Buffalo and thence over the

Pittsburgh Division,

between Buffalo and the State line of Pennsylvania, via Brocton and Mayville. The passenger depot at Buffalo is the same as before reported. It is a frame structure, quite old and dilapidated, and too contracted for the requirements of the road. It was found cleanly kept, and the train shed adjoining was in fair condition. The station yard is well-covered with clean gravel, and the platforms are roomy and well maintained. A new terminal depot on lands of the company, nearer the center of the city, is contemplated. Adjoining and east of the passenger depot is a long brick local freight depot, which has recently been repaired. The engine house and repair shops are as before reported.

The Pittsburgh division uses about one mile of the main road, and then passes over about the same distance of the Union Terminal railroad to Buffalo Creek junction. From the junction to Brocton this line and the New York, Chicago and St. Louis form substantially a double-tracked road, although each is operated separately. Both lines were constructed together, and have been in operation about four years. From Brocton to the Pennsylvania State line, what was formerly the Buffalo, Corry and Pittsburgh railroad now forms the balance of this division. The Mayville extension, three and one-half miles in length, between Mayville and the grounds of the Chautauqua association, is very little used, as the railroad company own and operate the steamboats on Chautauqua lake, and they perform the summer travel service.

The condition of the road between Buffalo and Brocton remains about the same as last reported, with proper allowance for the increased age of the very many timber and pile trestles and timber openings of single span. These form one structure, in connection with the adjoining road, and their renewal, or the filling in of the space they occupy must necessarily be the joint action of both companies, especially where the structures are of any considerable magnitude. At the crossing of Silver Creek, west of the iron structure, is a long trestle bridge about forty-five feet high. Both companies have joined in reconstructing this trestle, and have nearly completed a strong white pine structure, with bents resting upon masonry. All the trestle work, with the exception of pine stringers and oak-ties, are built of hemlock timber, which is now showing defects in life, and will soon require a thorough renewal or filling up. A number of them should be at once repaired. The New York, Chicago and St. Louis road was examined last year, and considerable work had been done in reinforcing and in part renewing their side of these common trestle or pile structures. The same to some extent may be said of that portion of these structures belonging to this road. It is a work that can be done independently where the openings are single spans or of little elevation. Originally the floors of openings, all of which are closely tied, had guard rails or ribbon pieces secured to the ends of the ties. These were

removed, a work afterwards found to have been unnecessary, but they have not been restored. Where floors occur on sharp curves, and on truss bridges, an inside guard of railroad iron is generally used. There are many single span openings of ten feet, such as cattle passes, waterways and under farm crossings, constructed with timber bents for abutments, and a lagging of hemlock plank in rear to hold the adjoining embankment. These were all examined and occasionally one was found in poor condition, especially as to the caps upon which the track stringers rest. An additional post of oak, eight inches square, has been set up under the track stringers just inside the bent. These posts also serve to strengthen the stringers. Bridge 12, a trestle ninety-feet in length, has lately been renewed. Bridge 20 is a trestle of thirty-five bays, partly filled. The bents are inclined twelve inches out of perpendicular, the timber is old, and the filling of the structure should be completed. Bridge 21, crossing Cattaraugus creek, is a two truss pin-connected bridge of three 150 feet spans. It should be painted. The long pile bridge and the short span of Howe truss over a highway need considerable repairs. Bridge 22, formerly a Howe truss, is now a pile bridge of twenty four bents. All the trestle and pile bents are spaced twelve and one-half feet between centres of caps. Bridge 25, over a highway at Silver Creek, is in poor life of timber, and shows too much action under stress. It should be rebuilt. The general appearance of the hemlock in all the trestles show that the life of the timber is fast going out, and decay is becoming too prominent. Possibly some of the material was old when the structures were built about four and one-half years ago. If any are to be filled it should be done at an early day and before the bents have become too old to withstand the burden of material in filling.

Between Brocton and the State line the bridges and openings are generally in good order. Many of the trestles have been renewed, and seven of them have been filled and arch culverts constructed. The renewal of trestles have been substantially done with large members of white pine timber. They generally have a strong floor system, and some of the approaches have been widened. The older trestles and bridge floors have four-inch oak ties; some of the floors have inside guard-rails of railroad iron. The truss bridging is the same as before reported, and is in good condition. A number of highway crossings are without warning signs. The superstructure of this division is laid with steel, except about seven miles of iron rail from the Pennsylvania State line easterly. The steel rail between Buffalo and Brocton is in good order. Between Brocton and the State line a number of overworn rails were noticed, and the iron rail is frequently patched with short pieces, the whole too much worn, and should be renewed. The ties east of Brocton are mostly hemlock, and at many points are too old for a proper degree of safety. West of Brocton the ties are mostly of oak, and are generally in much better condition. There is very little ballast under the superstructure for the entire division, and especially is such the case west of Brocton where the general surface and line of track is very poor. Much of this part of the road appears not to have been worked over this season, at least not sufficiently to keep down the grass which at many points covers the entire road-bed. About three men and one foreman have five and six mile sections. Where work has been done the track is in fair condition. Between Buffalo and Brocton the surface and line of track is in better condition. Good gravel, suitable for ballast, is said not to exist to any amount along the division. The Lake Shore and Nickel Plate roads draw ballast over 100 miles. The station buildings along the line are as before reported. Each was examined, and with one or two exceptions found in good order and neatly kept. The cutting of weeds and underbrush has been to a great extent neglected. Generally, the division is in about the same condition as when before inspected.

River Division

Includes that portion of the road in New York following the valley of the Allegheny river from the Pennsylvania State line to Olean, and is now operated in connection with the Rochester division. The inspection began at the State line, between which point and Salamanca, a distance of thirteen miles, the track is of older construction and is laid with steel-capped iron rails more or less fractured between the steel and the iron forming the head of the rail; the ends are much broken and rails often bent vertically, although it is said to have been in use only four years. In its present condition the rail is unsafe to operate with the usual speed of passenger trains, and should be thoroughly repaired or renewed. At Salamanca a branch about one mile in length connects the line with that village and the New York, Lake Erie and Western and the Buffalo, Rochester and Pittsburgh railroads. Between Salamanca and Olean the division is of much later construction, having been in operation only about three years. It is a very well-built line, especially the masonry and bridges. The rail is steel, ties in good life, and road-bed of ample width, except at a few points along the river where it is too narrow, and generally the superstructure is fairly surfaced. A few of the cuttings are not sufficiently drained, and in these the track is uneven. A coating of good ballast over the entire division, with a slight raise of track, would aid much in the maintenance of line and surface.

On the branch crossing the Allegheny river at Salamanca are three spans of through Howe truss, resting on pile abutments and piers, with pile bridge approaches. The whole is in good life of timber. With this exception all the truss bridges, seven in number, and from one to three spans, two plate girder decks, and a number of single span openings have substructures of excellent masonry. Slat cattle-guards are used, and connecting cross

fences kept up and whitewashed. In all there is also about one-half-mile of pile bridging which is in good life of timber and has standard flooring. Off of the Indian reservation the weeds and underbrush have been mostly cut, and the roadway appears neat and orderly. The passenger stations are as before reported. Each were examined and found in good order and generally neatly kept.

Buffalo Division.

This division is the main line of the road, and extends from the State line, near the village of that name, to Olean and Buffalo. The inspection began at the monument in the State line of Pennsylvania, and thence northerly to East Aurora. Subsequently the division between Buffalo and East Aurora, a distance of about seventeen miles, was casually inspected from a regular train. This portion of the division is in much the same condition as when before reported, except that the shanty depots at Ebenezer and Elma have been replaced with good one waiting-room frame passenger and freight depots combined. They are of good design, well-furnished, and are improvements that were much needed. The main line division is laid with steel rail, nearly three miles of which have been renewed this season. The sleepers have depreciated greatly in strength since the previous inspection, and while the renewals have been considerable they have not been sufficient to maintain the track as strong as it really should be kept for the very large traffic passing over the road. The work of renewal was progressing, but it will hardly be possible with the limited force of men employed, to get in ties sufficient for the coming winter and spring. Three sleepers successively were often noticed that were scarcely able to hold a spike, and particularly was this observed between Olean and Ischua. Stub switches are mostly in use on this division.

Bridge 50, near Stateline, a 128 feet span through Howe truss, has been reinforced at bottom chords with additional members on each side of truss. A few of the floor timbers are partly decayed and should be renewed. Bridge 49 is a low through Howe truss. The first set of rods have been reinforced. It has a new standard floor. The trusses will soon require renewing. At Burnt Hills a change is being made in the road-bed and highway adjoining. A double intersected riveted lattice near has a good floor, but the iron work is in need of a coat of paint. An under highway bridge near Western has lately been rebuilt and has a strong floor. South of Hinsdale junction are two single spans of ten feet, the masonry of which is in poor condition. One is to be changed to a box culvert, which should be done immediately, and the masonry of the other should be rebuilt. North of the same point are a number of single span waterways and cattle-guards having ties in flooring which are too old, and one ten foot span has the rail spiked to the stringers. Bridges 45 and 44 are two spans of through riveted lattice, the iron work of which shows considerable rust, and should be painted. One of these has channel lower chords which should have drain holes in them. Adjoining the last bridge are twelve spans of trestle with sills resting upon piles. Water has flowed through the piling and washed out a bed for the stream eight feet in depth, leaving the piles insecure. It appears that an additional waterway is required, and a span of bridge should be added or the present flood bridge rebuilt before another winter. Bridge 43 is another iron structure same as the last, which requires painting. All these have excellent masonry substructures and good strong floors. At Ischua there is an open culvert about nine feet span found with one badly fractured wooden stringer. Temporary repairs were made and probably immediately after the stringers were renewed. A few more openings with open floors were noticed north of Ischua. In a cutting is a shallow two-span waterway with the channel nearly filled with gravel to the underside of the stringer. The stream is very rapid at times. Bridge 41 is a through riveted lattice with excellent masonry abutments. The lower chords want drain holes. North of Franklinville are a number of single span waterways, with good masonry abutments and stringers. Some of them are of iron, and most have strong floors. Two or three have open floors. Bridge 37 is a through Howe truss, only in fair life of timber, and should be renewed at an early day. Bridge 36 is a similar structure, but appears in better condition. South of Machias are a number of waterways from eight to twelve feet span. Some of them are in strong life and well floored, others have quite poor stringers, and a few have open floors. Bridge 35 is a sixty feet span Howe truss in bad condition. A plate girder is now ready to take its place. Bridge 34 consists of about twenty bays of trestle work through the edge of a small lake. The structure is in good condition. Bridge 33 is a deck double intersected riveted lattice with T abutments. The abutments are in poor order and should be repaired, and the embankment widened at the approaches. Some of the floor timbers are too much decayed. North of this structure is a short span cattle pass, having stringers which are too old. Bridge 32 is a deck Howe truss, which has reinforced lower chords and truss rods. Adjoining is a long trestle about two years old—it has now a strong floor. Between Protection and East Aurora are a large number of open culverts which were not inspected in detail, owing to approaching darkness but they were sufficiently noticed to discover that a number of them wanted flooring, and needed a renewal of timber. It was stated to your inspector that requisition had been made to rebuild and modify all these openings between Olean and Buffalo this fall, and that the call for material had been made after a very careful examination by the company's engineer. Forty thousand ties have been scattered, and part of them placed in the superstructure on this division this season; but as a whole the sleepers are not as

strong, nor is the line and surface as good as when last inspected. The station buildings have been renewed at points as before stated. All of them were inspected and found in good order, with the exception of South Wales and Holland, both of which need repairs and better sitings. The roadway has had little work done on it this season, and generally the weeds and underbrush have not been removed. The fencing has received some repairs and renewals, but otherwise it is as before reported.

Narrow-Gauge Division.

(Three feet gauge.)

This division in New York extends from Olean to the Pennsylvania State line, crossing a high range of hills through an oil territory to Bradford. Four and one-half miles of the road in New York is now laid with steel rails, mostly on the sharp curves. At least eighty per cent of the road is a curved alignment with maximum grades of two hundred feet per mile. The station buildings are rough in exterior, but the waiting rooms are clean and comfortable, as before reported. A great improvement has been made this season in the almost entire rebuilding of the trestle work, of which there is a large amount. These have been rebuilt in a substantial manner. They have strong floors and are well guard-railed. Those not entirely rebuilt have been repaired or filled. Over the Allegheny river where there was a light timber truss of three spans, is now three spans of Post combination truss, having lower chords and floor beams at panel points of iron. The whole rests upon new abutments and piers of strong oak piling. The pile bridge adjoining has also been rebuilt. All curves on trestles, and abrupt curves on road-bed, have inside guards of railroad iron. The iron rail is much worn and should be renewed in part, at least. The sleepers are generally in good life, and the road-bed well drained. There is little, if any, ballast under the superstructure, but for an ordinary earth road-bed, the track is in very good adjustment. As a whole the division shows considerable improvement.

Rochester Division,

From Hinsdale junction to Rochester, and a branch road connecting with the New York Central, at Lincoln Park. There are but two miles of iron rail left on this division, and this is in fair condition. The steel rail is in good order, and recently the fastenings have been changed on sharp curves from fish-bars to angle-plates. This work was in progress at the time of inspection, and adds much to the strength and safety of joints, especially on abrupt curves. As a further precaution, both rails are strongly braced, and caution signs warn engineers to reduce speed while passing over such curves. Each of the openings were carefully examined. There are eighteen Howe truss bridges from one to seven spans each. These have been built about four or five years, and the timber shows little if any loss of strength. Bridge 17 consists of two spans of low Howe truss, resting upon oak pile abutments and pier. The remaining truss bridges have masonry substructures and all have a strong floor system. Bridge 9, of eighty feet span, has additional truss rods at first panel point. Each of the pile and trestle bridges, nine in number, having from six to forty-five bays each, was examined and found in good order. They have a good floor system. An eight feet span water-way, lately rebuilt, has first-class masonry abutments, I-beam girders and standard floors. Several short openings have been rebuilt, and others where masonry is defective will be rebuilt this season. A few of the cattle-guards have a good floor system, but generally the rail is spiked on the stringers. On portions of the division the sleepers are in poor condition and should be renewed. The road-bed generally should have a coating of gravel, the tracks lightly raised and well lined and surfaced; especially is such the case on the southerly end where, at a number of points, the track was quite rough. On the Portage grade and portions of the north end of the road, the superstructure is in better order. Weeds and brush have not been cut, owing to the inability of the light force of section men to do more than keep the superstructure in safe condition. Houghton, Fillmore, Portage and Cuylerville have new passenger stations of good design, well furnished, and with water closets connecting with the buildings. Cuba, Belfast, Canadea, Tuscarora, Mt. Morris, Pifford, York and Scottsville have good station buildings, and with two exceptions were found neatly kept. Black Creek, Rockwell and Fowlerville have very poor passenger accommodations. The others, excepting Oramel, which is a private building, are flag stations. At Rochester, an old building, formerly a dwelling, is used for a terminal depot. It is entirely unfit for the purpose. Generally this division shows little, if any improvement, except the new station buildings. The bridges are in good order, but the maintenance of superstructure is not as good as when last inspected.

Of the whole system in New York the same must be said. The work of renewals and repairs do not appear to keep pace with the ravages of wear and time, but every effort is made to keep the road in safe condition by the officers of the line.

BUFFALO, N. Y., November 2, 1886.

THOS. W. SPENCER, C. E., Inspector R. R. Com.

DEAR SIR—Reply to yours of the 25th October would have been made more promptly had I not been absent on inspection. Since you passed over the Buffalo division, the

track generally has been brought to surface line and gauge, and is now much improved. Over ten thousand ties have been put in the track from State line to Buffalo. Portville culvert has been rebuilt. Ischua culvert has been reinforced, and timber on ground to rebuild. The Hinsdale culvert repaired. Ischua gravel pit open culvert repaired where stringers were burned. At Humphrey's siding, two culverts repaired. North of Franklinville station stringers replaced with heavier stringers. New stone culvert near Napiers that you saw building is completed and filled over. Bridge 35, that was replaced with temporary trestle, is now an iron girder. (See strain sheet sent to Commission.) Near Machias, two culverts rebuilt. Wooley culvert, between Machias and Yorkshire, rebuilt. Two small openings replaced by oak plank boxes and filled up. Cattle-guards at county line road repaired. Cattle-guard at Arcade filled up. Between Arcade and Sardinia Junction, repaired. Trestle at Steele, near Protection, filled up and banks in this vicinity widened. The ditches that were filled at this point have been opened. Between Protection and Holland, two culverts repaired. Between Holland and Wales, two culverts repaired. At Wales station, two timber culverts and two cattle-guards repaired. Between Wales and Aurora, three culverts repaired. Between Aurora and Buffalo, one trestle filled; six pipe culverts put in, in place of timber openings, and the openings filled up. Five trestles near Buffalo creek repaired with new stringers and ties on white oak piles, and timber on the ground for further rebuilding and repairs between State line and Buffalo.

On the Rochester and Pittsburgh division, the track force has been increased, many ties put in, and the track is generally in better condition than when you passed over it.

Yours very truly,

R. D. McCREARY,

Engineer M. W.

BUFFALO, ROCHESTER AND PITTSBURGH RAILROAD,

Formerly the Rochester and Pittsburgh, and as such was last inspected in September, 1884, and reported by the Commissioners that year. The present outline of the road remains the same as previously reported.

Commencing at Rochester the line to Salamanca, or rather Bradford Junction, was given a close examination, it being much the older road. Between the Junction and Salamanca, about one and one-third miles was omitted, there being upon that portion but one opening of moment, and that one in good order. The balance of the road to the Pennsylvania State line, near Bradford, is of later, and the branch from Ashford Junction to Buffalo Creek Junction, of quite recent construction. They were inspected with sufficient detail to observe any defects in maintenance or failure of structure.

Between Rochester and Salamanca there are about 115 openings of moment; these aggregate a length of about two miles, only a small portion of which is truss bridging, the remainder being pile and trestle openings, many of which could be filled after providing suitable culverts for passage of water. The filling of two trestles has been partly done, but the work was discontinued. The bridging and trestles found defective when last inspected have been rebuilt or repaired, and those found in poor condition this year are much less in the amount of repairs necessary to be made. The truss bridging is in good condition, except some of the iron trusses south of Ashford Junction, which should be repainted. Bridge 109, formerly a through Howe truss, 138 feet span, in poor condition, is now a pin-connected iron truss, and the south abutment has been rebuilt. South of Maplewood is a three bay timber structure with one bent of three piles; the piles are in poor order, and one at least should be replaced. North of bridge No. 12 is a cattle-guard and waterway, which is too old and should be renewed. A two-span waterway south of Mumford, having a good masonry substructure, has ties in flooring which are unfit and should be replaced with new, and a six-foot span cattle pass has one stringer nearly useless by reason of decay. North of Le Roy are a number of openings having ties which are much too poor. Bridge No. 25, south of Le Roy, is in like condition. Bridge No. 30 has one old bent at the north end, and bridge No. 31 has stringers which are too old. Bridge No. 33 has one stringer too old, and the ties of No. 34 should be renewed. Bridge No. 35 was being rebuilt when inspected, and bridge No. 36 is to be repaired. Bridge No. 37 is in very poor life. Bridge No. 39, a trestle 300 feet long and forty-five feet high, has one very poor main post, and some of the stringers should be renewed. Bridge No. 47, two fifteen-foot spans of pile bridge, should have new stringers and ties. Bridge No. 50 is in the same condition, except that the ties are good; a cattle pass south of it should be rebuilt. Bridge No. 55 is in good condition, except that the ties are poor. Bridge No. 63, a twelve-foot span waterway, has stringers which are too old. Bridge No. 70 has bents that show great age. Bridge No. 74 has some too old timber. Most of the foregoing are from eight to eleven years old, and are either pile or truss bridges, or girder spans of single or double openings. Between Bradford Junction and the State line they are all in strong life and build. The high trestle south of Carrollton, with bents out of perpendicular, has been repaired.

The fencing as a whole is in about the same condition as before reported. Considerable ballasting has been done within the past two years, and the ditches along the road-bed are generally well opened; a number of cuttings, however, are deficient in this respect. The roadway is kept fairly clean of weeds and brush, and some portions are very neat, and the old material removed or burned, making an attractive roadway.

Between Rochester and Warsaw the sleepers are, at many points, too old in life, and larger renewals are necessary. South of Warsaw they are in better general condition, and from Ashford Junction to the State line the ties are in good order.

Since the last inspection almost the entire remaining iron rail has been replaced with steel, and at this time but two or three miles remain. A number of sidings have been lengthened to accommodate the growing business of the road, and point switches are taking the place of those of the stub pattern. Signs for guiding enginemen, and mile posts, have been provided.

North of Ashford Junction the maintenance of line and surface at many points is very ordinary, owing in part to the want of sufficient ballast and the sleepers being too old, and in part to the limited number of sectionmen employed. The effect on the rail is rapidly showing itself. South of Ashford a much better track adjustment exists; but here, also, there is great need of ballast.

Each of the station buildings was examined and found to be cleanly and generally in good order, and fairly furnished.

Buffalo Branch,

From Ashford Junction to Buffalo Creek Junction. This portion of the road is about three years old. It has very little masonry, all the openings being trestle and pile bridges, except the large viaduct spanning the valley of Cattaraugus creek. During the present season additional bents have been driven at the end of trestles to better uphold the ends of stringers which were built resting upon mud sills in the embankments, and the embankments continually shrinking, made it a constant work to keep a properly surfaced approach to the bridge floors. All the piling and trestle work are strongly built and in sound condition. Bridge No. 45, a through Howe truss, is in good order and has good pile abutments. The long iron viaduct over Cattaraugus creek resting upon very high iron piers, has been improved by covering the masonry pedestals with a thick coating of beton by Dr. Goodrich, protecting such of them as had been affected by the water and frost. All sharp curves, and there are a number of them at the south end of this branch quite abrupt, are strongly braced, and the soft wood ties are now almost entirely replaced with oak sleepers. The surface and line of track is generally very well maintained, and the roadway neatly kept. The stations were inspected and found in good order. At Springville there is a very neat station, having two waiting rooms well furnished, and the yard is embellished with tasty flower beds and well-kept lawns. Oak Orchard is also well and neatly maintained, and also has flower beds and lawns. At West Seneca a new station and depot has been provided to accommodate a cemetery used by the citizens of Buffalo. This also has pleasant surroundings, and is well suited for its intended purpose. At Buffalo Creek Junction the road of same name is used to its junction with the Central-Hudson road at East Buffalo, and thence to Exchange Street depot of the latter road.

In general the Buffalo, Rochester and Pittsburgh railroad property is in reasonably good condition. The large amount of timber work requires constant care to keep it in proper condition, which as a whole appears to be done. All highway-crossing signs, except in one or two instances, were found in place. The through truss bridges south of Ashford Junction have the upper tie members so low as to hardly clear trainmen on high box cars. It is suggested that warnings be placed at any such obstruction as shall by measurement be below the height established in the circular issued by the Commissioners.

The engines and coaches of this company are very well maintained. Such of the passenger cars as could be readily seen, were examined and found in good order, cleanly and well painted.

CLOVE BRANCH RAILROAD.

The Clove Branch railroad extends from a junction with the New York, Dutchess and Connecticut railroad to Sylvan Lake, a distance of four and one-quarter miles, and from Sylvan Lake to Clove Valley, a further distance of four miles, and is operated under a lease from the trustees of the New York, Boston and Montreal Railway Company. The road is mostly used for the transportation of iron ore from mines at Sylvan Lake. There is also a little traffic in passengers and farm produce. For the business of the road it is very well maintained, and a careful inspection revealed no defects that could reasonably be considered as objectionable. The rail is iron, secured with fish-bars at ends, and laid with broken joints. It is very well fenced with posts and boards, and the roadway was found neatly kept. As a whole the ties are in fair condition, and renewals where necessary were being made. South of Sylvan Lake is used solely by freight trains, and that only once each way daily, and the maintenance of superstructure was found quite ordinary. The openings have good masonry superstructures. South of Andes is a twelve feet span waterway, lately overhauled and provided with a standard floor. At Sylvan Lake is another like structure in good condition. There are three truss bridges as follows: Over Fishkill creek is a low through Howe truss, eighty feet span, the timber of which is in good life. It has a strong bridge floor. Over a stream is a Queen truss, forty feet span; some of the truss members are sap-rotten, but it is in fair condition otherwise, and has a standard floor. The last bridge is an A-truss in good condition. One or two short openings have open floors. All highway crossings have caution signs, and there are no low overhead obstructions. At Sylvan Lake the curves are quite abrupt, but they are well braced. The gradients of road-bed are considerably undulating. Generally the track was found in reasonably good adjustment. The station buildings are quite small, and at none are tickets sold.

DELAWARE AND HUDSON CANAL CO.'S RAILROADS.

The last inspection of the railroads operated in this State by the Delaware and Hudson Canal Company was made in October, 1884, and reported in the first volume of the Commissioners' Reports for that year. The present inspection was made in considerable detail, except some of the branch lines, which were examined from the rear of regular trains, which did not afford opportunity for critical inspection.

The Utica, Clinton and Binghamton, and the Rome and Clinton railroads have recently been transferred to the New York, Ontario and Western Railway Company, and were not inspected.

Binghamton to Albany.

As before, the inspection began at Binghamton, the westerly terminus of the Albany and Susquehanna railroad. This road is double-tracked between Nineveh and Sidney, Oneonta and Colliersville, and East Worcester and Quaker Street. On these portions the grade has been improved and nearly all the trestle work replaced with excellent masonry and mostly iron bridges and girders. The road-bed has been rebalasted, and both tracks brought to an excellent condition. A number of miles of new steel rails have been laid this season between East Worcester and Cobleskill. The sleepers are as a whole strongly maintained. Near East Worcester the ties of one track appears to be too old, the rail has cut deeply into them, and on curves evidence of respiking shows that the ties will not hold the track firmly in gauge.

Between Binghamton and Nineveh considerable improvements have been made, the most noticeable being the new iron bridge near Harperville, where at the last inspection there were two 180 foot spans of wooden deck Post truss. The masonry of this structure has been relaid, and there is now one span of plate girder deck, and two long spans of deck riveted lattice, well constructed. The whole has a standard floor. There has been some rebalasting on this part of the line; much more however appears necessary to be done, particularly near Osborne Hollow. Generally the road-bed is of ample width; one or two points only, on embankments, were noticed as too narrow, one of which was on a curve. These narrow banks occur where the track has been recently raised in ballasting. Considerable ditching in cuttings is necessary for a proper drainage of road-bed.

Bridge No. 105, a Howe truss deck over a highway east of Osborne Hollow, is very old and has four bents under it. Bridge No. 104 is a new plate girder deck over a highway, and has a standard floor and abutments of strong masonry; it formerly was a truss of iron rails. Bridge No. 102, an under farm crossing, consisting of five bays of trestle, is in strong life of timber, but the flooring has ties too widely spaced, and there are no guard rails. Watchmen are stationed at all wooden structures, and water barrels provided. East of the tunnel is a thirty feet span straining beam deck truss, (No. 101) covered. It has one decayed floor beam. Reference is made to the strain sheets furnished by the company, as the structure looks light in truss rods. The bridge has good abutments, the ties are none too closely spaced; it has no guard rails, and is located on a curve. Bridge No. 100, an iron riveted lattice deck, of about ninety feet span, is well floored and painted. Bridge No. 84, is a double intersected riveted lattice, through truss of three spans. The lower chords have a bottom plate that holds water. There is danger of corrosion, and drain holes should be provided. Bridges Nos. 78, 77 and 76, are single openings of about twelve feet span. An abutment of one of these is broken and falling, but is well shored. Where track has this season been raised in rebalasting, the stringers of minor openings have also been raised, and frequently the blocking between wall plates or masonry and the track stringers is crudely done with small pieces of board, or ties, placed on top of each other. Nothing was observed as really unsafe, but liable to become so. It would be better to raise the masonry to conform with the raised superstructure, or provide a more substantial blocking. A cattle pass west of Oneonta, has broken and falling masonry, it is now shored up, but should be rebuilt or filled up. No. 62 is a Warren girder deck; it wants painting. No. 45 is an old timber trestle of three spans, that requires to be renewed. East of Knowersville, bridge No. 17, a ten feet span waterway, has poor masonry, and west of same place is a cattle pass of about the same span, in like condition. The stringers are supported by bents inside of abutments. Bridge No. 13, east of Guilderland, is a very old trestle, crudely blocked up, so much so as to largely reduce the waterway; the structure is about thirty feet in length and should be rebuilt. No. 12 is an old Howe truss, thirty feet span, resting upon bents, one of which leans sideways; it should also be rebuilt. There is no masonry at these two last mentioned structures. Bridge No. 8 is a deck Howe truss, about thirty feet span, covered. The timber is in good life but the truss rods appear light. Reference is made to the strain-sheets furnished by the company. Bridge No. 4 is an under farm crossing with masonry broken and falling; it is shored up.

The foregoing enumerates nearly all the defective structures, and is certainly a great improvement over the general condition when last inspected. Nearly all the cattle guards and single span openings have iron girders, either of rolled beams, riveted plate, or of iron rails riveted together, or held in place with cast iron sockets resting upon wall plates. There are only three wooden truss bridges remaining; all the others are of iron, mostly of recent construction. There are six truss rod girders, and twenty-five trestle and pile

bridges of three to ten bays each, and a few iron rail trusses. As a whole the bridging is in commendable condition, and the structures found defective in life of material, or condition of masonry, are small, and could readily, and should, be renewed.

The roadway and superstructure are in good order, and line and surface of track well maintained, the whole showing improvement. The floor system adopted, or at least largely prevailing, except that of very recent construction, does not provide for a guard rail at ends of ties sufficiently large to hold a derailed wheel in line of rail, nor are inside guard rails used except in one or two instances.

Albany, Whitehall and Rouse's Point.

All steel rail, excepting a few miles between Plattsburgh and Rouse's Point. A large outlay of money and labor since the last inspection is evident. The road between Coons Junction and Ballston Junction has been double tracked, making a double line of rails from Albany to Saratoga, except between the junctions at Green Island and Waterford. North of West Troy depot is a thirty-foot span plate girder deck bridge, the south end resting upon bents, the abutment being defective. The ties on bridge floor are too widely spaced. At Green Island junction stub switches are used on both tracks out of main line; safety-switches should be substituted. The bridge over the Hudson River between Green Island and Troy, carrying a double-track railroad and double roadway and sidewalk, is of the best construction. The four spans adjoining Green Island are of older build, and have plates on bottom of lower chords, forming a channel. Water, mould, dust, and consequent corrosion, accumulate in these channels, and drain-holes should be made at intervals through bottom plate, and channel kept clean of cinders or any thing that will hold moisture. Other than this, and one or two minor defects, the entire structure is in excellent condition.

The road from Green Island to Waterford Junction is single track. Crossing from Green to Adams Island, over an arm of the Mohawk river, are four through 100-foot spans of high Howe truss, eighteen feet six inches between trusses, which allows for a wagon road beside the track. The truss rods of these spans have been reinforced by rods placed outside of trusses with an oak saddle or gib above and below the chords. These saddles are split, and rods unequally strained. Iron channel bars are suggested in place of the wooden saddles. The roadway is a private farm crossing for one or more land owners, and has elements of danger, in that there is no fence or guard rail between the roadway and track. A team meeting a train would be very likely to attempt to turn around, which cannot be done except by obstructing the track or falling into the river. A proper barrier between the track and the roadway is suggested.

Bridge 15, from Adams to Van Schaick's Island, a through Howe truss, with roadway alongside of track, has no barrier between. The bridge is old, decay has commenced in some of the lower chord members; truss rods partly reinforced, and additional rods at hand; many new ties are wanted in floor. Bridge 16, between Van Schaick's Island and the mainland, consists of two new fixed spans, through and pin-connected trusses and a riveted lattice draw over channel, all in good condition. The south approach is a newly-constructed trestle bridge. There is also a roadway alongside the track crossing this structure, with a high board fence between, forming an effective barrier. Bridge 17 is a fifteen feet span stringer bridge; timbers old, and new material at hand. The sleepers between the Green Island shops and Waterford are many of them very small in size, and quite too old in life, especially on curves. The general line and surface of track is in fair order. A number of shade trees within the roadway are too near the track, and should be removed, not only at this point, but throughout the entire line of the company; wherever obstructions arise they should be blown down. Telegraph poles are frequently noticed as too near the line of rails, not only on this, but mostly every railroad in the State. While they are not as liable to be thrown across the track as a tree in full foliage, yet they have obstructed trains and accidents have occurred. It would be on the side of safety to keep them sufficiently away from the rails. From Waterford Junction to Saratoga the double tracks are in excellent condition, and one track between Coons and Ballston Junction is quite new. The main line is nearly all strongly tied, and for quite the greater part well ballasted and ditched and the road-bed and way neatly kept, weeds, brush and grass being closely cut to boundary lines. It is advised that more care be taken to keep the ends of iron and wood-girders and bridge seats free from dirt and accumulations of litter, weeds and grass, as such are liable to corrode iron and decay timber. There has been a considerable renewal of steel on this portion of the road during the present season. Many structures of iron and of wood have been built, taking the place of timber or iron rail girders. Crossing Kayaderosseras creek is a three truss riveted lattice of two spans, in good condition, having a standard floor, as have all bridge floors of recent construction. The pier of this structure has been undermined and is now being rebuilt. North of Saratoga the main line and branches are single track. Seventeen miles of new steel rail has been laid from Fort Edward south, and the track newly ballasted. Near Gansevoort Station, in changing rails, a number of places were noticed where omission had been made in spiking to all the ties, an oversight that will probably receive attention. Five successive ties were thus noticed at one place on the outside of rail and outside of curve. The small openings and cattle-guards have either old iron rail or timber stringers closely tied, and in some in-

stances ties of cattle-guards are beveled, making a further obstacle to farm stock. Near Smith's Basin are two cattle-guards with rails on stringers and close to a stub switch, which should receive attention. A number of fish-bars were found broken near Fort Ann. Bridge 64, a fifteen feet span opening, has masonry crumbling under stringers. North of Comstock's are two open culverts with rails on too old stringers, which should be renewed and properly floored. Bridge 65 is a through riveted lattice over canal, the north abutment of which has been recently rebuilt. Bridges 66 and 67 are each two spans of plate girder decks, new, and have standard floors. Bridge 68 is a new riveted through truss and well floored. North of Whitehall depot is a tunnel lined with brick. This structure is under the center of a street, and portions of the arching have failed. A number of buildings, some of them brick, border the street over the tunnel. Water and gas pipes and sewers obstruct the work of renewal of arch now in progress. The soil is clay, and has to be removed to rebuild the tunnel, making it a difficult, complicated and expensive work. Strong stone abutments of an excellent character are being laid, the archway of brick is heavy, and the work is being thoroughly done. South Bay trestle is about one mile in length. The bents are spaced ten feet between centers, and rest upon piles cut off at surface of water or marsh, which originally formed the bents. The stringers are eight by fourteen inches section, double. The bents appear to be in fair condition, but many of the stringers show decay, from one to three inches in depth, but such have sound timber adjoining. It would be better to remove all the old timber, and as far as possible fill the trestle. In resurfacing the trestle blocking was noticed between the corbels and track stringers. The corbels are short and deeply gained over the caps, offering little additional strength. The decayed stringers are mostly at the south end of trestle. No guard rails are used. At the north end of trestle are two spans of riveted lattice through, and a through plate girder draw, the whole being of recent construction, and with the exception of some old ties, are in good order.

No. 7 is a long trestle recently filled, except two bays left for a waterway. No. 8 is a long pile bridge in good order. No. 9 is a long trestle bridge in fair condition. No. 12 is a very poor trestle, crudely blocked up under stringers and has evidently a soft, unstable foundation calling for constant care. It should be rebuilt. North of Putnam is a trestle, referred to in previous reports as of poor foundation, in soft, deep marsh, and where great trouble to keep in fit condition for use has been experienced. During the past year the trestle has been partly filled. Where a waterway is to be maintained cribs were used for abutments, and these have proved a failure. They are now out of proper position, and the track is maintained by blocking up the approaches, and across the opening are pile bents. North of this were a few short pile and trestle bridges that have recently been filled. Portions of the embankment affected by waves of Lake Champlain are quite narrow, and the work of filling out and rip-rapping was in progress. Bridge 16 is a fifteen-feet span waterway, with bent in center. The abutments are of good masonry, but the stringers are too old and should be renewed. Between Whitehall and Patterson are a number of waterways from ten to fifteen feet span. They have good masonry abutments and old rail stringers, and generally a strong flooring, but the guard rails are small, answering only the purpose of holding the ties in position.

At Fort Ticonderoga is a steamboat dock built about 200 feet from the shore, with a double-tracked approach at each end. When navigation is suspended the dock and trestle are not used, trains moving over the main track on shore of lake. A careful inspection was made of this structure, and with the information before obtained, it appears quite necessary that the whole should be thoroughly repaired before another season. There is considerably too much decayed timber in this trestle, and the planking and hand-rails are old and insecure.

Bridge 19 was a long trestle when last inspected. Since then abutments and a pier have been constructed, upon which are one fixed span of deck-riveted lattice, and an iron jack-knife draw over channel and outlet of Lake George. The fixed span has a standard floor. North of Addison Junction is an eight-feet span waterway, with timber bents. The planking in rear of bents is broken, and the whole is in bad order and should be rebuilt. Another opening similar to the last mentioned is in like condition. The next large structure is a riveted lattice deck. The ties of this bridge want renewing in part, and the trusses should be painted. The rail at the south end rests upon the parapet walls, and the stones are badly crushed under the rail, which is somewhat bent and liable to break, especially in frosty weather. South of Crown Point is a plate-girder deck, well floored. The masonry is falling, and girders rest on bents pending the rebuilding. North of the same place are two spans of iron bridge, one a plate girder and the other a deck-lattice. The pier has settled and is leaning over; both spans are on bents. There is evident care taken to remove stone liable to fall on track from the face of all rock cuttings, of which there are many, and some of them very heavy. The faces of these cuttings appear to be very clean of loose or dislodged rock. The next opening is thirteen bays of trestle work, with bents resting on piling. It has been recently overhauled and is now in good order. Guard-rails are omitted. At this point are about 600 feet of narrow embankment on the outside of a curve, the slope commencing nearly under the outside rail.

Bridge 24 is a new plate girder deck and has a standard floor. The ends of girders should be freed from earth. Bridge 28 is a through low Howe truss, forty-feet span. This

structure is old, with upper chords sap rotten, if not more. The truss rods are too light. The bridge rests upon one abutment and one bent. Bridge 39 is an old trestle, and on a curve; the ties are very poor and widely spaced; it has an inside guard rail. This bridge should be repaired or rebuilt. Over Boquet river is a riveted through lattice in good order, and has inside guard rails of iron. At Wadham's Mills is a stub switch with an open floor cattle-guard twenty feet distant. Considerable ballasting has been done from this point northerly during the present season; too many old, soft wood ties on curves at this point; renewals were being made. At Boynet siding is a stub switch, with two open-floor cattle-guards very near, which should receive attention. Bridge 37 is a 100-foot span deck-riveted lattice of recent construction; it has a standard floor. Another stub switch, thirty-five feet from an open-floored cattle-guard. Such defects as these should be remedied by using a safety switch, or flooring the openings or filling them up. From Wells-borough northerly the road follows the bold rock shore of the lake on an almost continuous curved line. The superstructure is in the best of order and strongly tied. There are here a number of open culverts with rail on stringers. Where recent repairs have been made strong floors have been provided. Bridge 38 is a 150-foot span deck-riveted lattice; it has a new standard floor; the iron work needs to be painted. Bridge 39 consists of twenty-three bays of trestle work, sixty feet high, on a sharp curve. The trestle has lately been repaired and has inside guard rails; a few new ties are wanted. One post in the fifth bent from the south end was noticed as defective. Bridge 41 is a through riveted lattice, with bottom plate on lower chord, through which drain holes are wanted. Bridge 42 is similar in all respects. Bridge 43 is a deck-riveted lattice. The floor beams, top of chords, are old, and many of them should be renewed. South of Valcour is a six-foot span waterway with open floor about twenty feet distant from a stub switch; and another like defect at the north end of same siding. Bridge 43 is a riveted lattice deck, the iron work of which needs painting.

At Plattsburgh is an under street crossing having old wooden stringers; a plate girder for renewal is at hand. A brick station building has recently been constructed at Plattsburgh. This structure is two stories in height, the upper story being on a level with the street and the lower with the railroad. The whole is as well arranged as possible, and overcomes the difference in elevation between the street and railroad. Closets, water, and all conveniences are provided, and the large waiting-room on second floor is well furnished. The lower story is to be used in part for a dining-room. The building is of the Queen Anne style of architecture and its construction reflects credit upon the company. It is ornamental to the village and convenient for the public.

Between Plattsburgh and Rouse's Point the rail is iron, portions of which are overworn, and short pieces of rail used in repairs. Bridge 60 is a sixteen-foot span girder rod truss, having three stringers under each rail, and two truss rods. The timber is quite old and should be renewed. Nearly all the cattle-guards on this part of the main line have open floors, and a number of ten feet span water-ways are of like construction. Bridge 61 is an iron viaduct, constructed of old rails and iron bents resting upon masonry. There are six spans of rail girders, twelve feet between centers, and one span of eighteen feet of the Warren type over stream. The structure appears very strong. North of West Chazy is an eighteen foot water-way; one abutment is being rebuilt. At a highway crossing are cattle-guards with stringers about eight feet in length. One of these guards was found in an unsafe condition. The ends of stringers were so far decayed as to give little support to the rail which was spiked to them. The road north of Plattsburgh has many old timbers in cattle guards and open culverts, and it is suggested that a careful inspection of each be made and all partly decayed timber replaced with new material. These stringers are generally fourteen inches square; some of them have been used until spikes holding rails refuse to hold in the timber, and the stringers have been turned over on side. One stringer was found so unfit to sustain the weight imposed as to require immediate blocking. Bridge 69, an eighteen feet span, has three nine by seventeen-inch sectioned stringers, and corbels four feet in length. It is located on a curve. The ties are old and decayed. Fish plates are used for braces to hold rail in position. The abutments are of limestone and of excellent quality of work. North of Chazy are two cattle passes on strong masonry abutments. The wall plates are decayed and crushed, permitting the rail to rest upon the parapet walls. There is danger of rail being broken, especially in cold weather. The masonry on this part of the road is, with few exceptions, of an excellent quality of cut work with good bridge seats. Crossing Champlain river is a deck riveted lattice bridge the iron work of which wants painting. There are many open floored structures that could readily have ties on top of stringers by using thinner wall plates, which could generally be safely done as the coping of bridge seats are of closely-cut work. South of Rouse's Point is an open floor cattle guard with a three-throw switch twenty-feet distant. At Rouse's Point the Ogdensburgh and Lake Champlain railroad crosses at grade, and from this crossing to the Canadian line, a distance of about two miles, the superstructure is said to be maintained by the Grand Trunk Railway Company.

The sleepers north of Whitehall are generally in strong life and the entire roadway and bed is well and neatly kept, and line and surface of superstructure very workmanlike. It will be noticed that of bridges other than short openings and cattle guards, there are very few objections, but to small openings, especially on the northerly end of the road, there appears to be insufficient attention given, and they are not, in too many instances, main-

tained as strongly as absolute safety demands. Trains do run over them, and they have not failed; nevertheless, there is an insecurity that should not be overlooked. The absence of a floor system on very many cattle guards and open culverts is to be regretted, but the plan of construction, as evinced on new work, shows that this defect is being remedied.

Nineveh Branch,

From Nineveh to Pennsylvania State line. All laid with steel rail and angle bar fastenings. All sidings have point switches out of main line. The sleepers are in good life, strong and closely spaced, and the line and surface of superstructure generally well maintained, but some portions have many low joints and requires ballasting. As a whole, the road-bed is well drained. A few cuttings are troubled with sliding slopes, and piles have been driven to hold them in place. These piles are considerably decayed, are leaning inward, and will require to be replaced or the sliding material removed. The fencing, with a few exceptions, is in good order. Several small trestles over water-ways have been filled and box culverts built to maintain drainage. Near Nineveh is a Warren girder bridge made of old rails, over a highway. It has good abutments and a standard floor. An under farm crossing consisting of three spans of trestle work has lately been renewed and provided with a good floor. Another of like kind, of four spans, is in good life of timber, closely tied, but has too small guard rails. The next structure is a deck Howe truss, covered. This bridge is in good order. At a crossing of a stream, where was formerly a 100 feet span Howe truss, there is now ten bays of trestle work in good condition. At the crossing of the Susquehanna river are two spans of through Howe truss, three years old. This bridge should have a few new ties and larger guard rails. South of Centre Village is a cattle-guard and waterway that has one stringer too old. A thirty-feet span pony Howe truss, crossing a stream has end posts omitted, but they are not essential. The timber is in good order and bridge well floored. North of East Windham are three spans of trestle work followed by a thirty feet span low Howe truss. The whole is in good condition, and south of the same point is a plate girder deck over a highway. The iron is well painted and bridge strongly floored. Many small openings have old rails for stringers. On siding at East Windham, where trains pass and meet, is a seven feet opening with one stringer broken and split, and on the main track opposite the opening has good rail stringers. The defective girder received immediate attention.

Following the last opening are two trestle bridges of three and five spans, all renewed within the year. Then follows a fifty-feet span through low Howe truss, with strong masonry abutments. The last structure of moment is a trestle of five bays. These two last bridges are in good order and well floored. There is only one open floor culvert on this branch. The station buildings were inspected and found to be well and neatly maintained. The platforms of some were broken. The road was being cleared of underbrush and weeds, and, as a whole, was neat and orderly. Generally, it does not appear equal to the very excellent condition in which it was found when last examined.

Cherry Valley Branch,

Between Cobleskill Junction with main line, and Sharon Springs and Cherry Valley.

With the exception of one mile of iron rails at Cherry Valley the track is laid with steel rails partly worn and transferred from main line. The ties are generally in good life. At a point east of Cherry Valley the road-bed has been thrown into the hillside, and the curvature is very abrupt. It was noticed on these sharp curves that the ties were too old for the abrupt curvature. A portion of the roadway was clean and well kept, while at some points noxious weeds in seed had not been removed. Stub switches prevail on this branch, and the maintenance of line and surface of superstructure was medium. Some portions of the superstructure would be benefited by reballasting, while others have a fair depth of broken stone. At small openings old rails are mostly used for girders. Bridge 21 $\frac{1}{4}$ has six spans of trestle bridge, the timber in bents of which is somewhat old. Bridge 22 $\frac{1}{4}$ is a three span trestle under farm crossing, newly rebuilt. Crossing Westkill is a sixty-feet span, deck riveted lattice in fair order. The south abutment had been undermined and rebuilding was in progress. Crossing same stream is a Howe deck truss of same span resting on four bents. The obstruction in stream is dangerous by reason of floodwood and ice. The north abutment is in a broken condition and should be rebuilt. Near Sharon are two structures, one a plate girder deck of twenty feet span having a standard floor, and the other a trestle bridge of eighteen openings, in good condition. The general condition of this branch is much improved and in reasonably good order. The station buildings are much the same as before; one or two of them have been recently repaired and painted.

Coons' Junction, Schenectady and Quaker Street,

Between Coons' Junction and Mohawk river crossing, near Schenectady. It is of quite recent construction, and the bridges, road-bed and superstructure are in excellent condition. Bridge 4 $\frac{1}{4}$ is a twenty-feet span plate girder deck, with good floor and abutments of

good character of work, but one pedestal at the south-west end of girder is broken and crushing and liable to give way at any time when under stress of traffic.

The bridge over the Mohawk river is a single track structure of five spans, deck, riveted lattice, across which and the adjoining through lattice over the Erie canal, the double tracks are interlaced. The river bridge has been reinforced by constructing an additional truss through the center of bridge. The rail on this branch is steel with angle plate fastenings, and the maintenance of superstructure is good. The truss bridges are all of iron and mostly have standard floors. Nearly all the small openings have old rails or rolled beams for girders. Bridge 16½ is an iron viaduct about 200 feet in length. It has iron bents and riveted lattice deck trusses. A new floor was being laid at time of inspection. Between Coons' Junction and South Schenectady there are no wooden trestles. Bridge 12½ is a water way with old rails for stringers. The masonry is very poor and should be rebuilt.

Bridge 18½ is a trestle of twelve spans, about eleven feet each. The timber is in good life and floor closely tied, but guard rails are omitted. Bridge 17½ has three short spans of deck Warren girder made of old rails. This bridge should have a new floor. Bridge 18½ is a wooden trestle of six spans. The bents are old and are reinforced with additional bents inside the originals. The stringers and ties are in fair life, but guard rails are omitted and the bridge is located on a curve. Bridge 19½ is a twenty-foot span I-beam deck, well floored, and the abutments have lately been rebuilt. A number of points on embankments, north of Kelly's are quite narrow and on exposed side of hill slope. The depots between Coons' Junction and Schenectady are of new construction, and were in excellent condition. At Schenectady the station buildings of the Central-Hudson are used. South Schenectady, Kelly's, and Duaneburgh have very small buildings.

At Quaker Street there is a very well-kept and convenient passenger station with neat and orderly surroundings.

Ballston Junction to Schenectady.

This branch is of very old construction having been in operation since 1832. As at present maintained its condition is good. It is single track, all steel rail, with mostly point switches, angle plate fastenings and cross sleepers in fair life of timber.

The road-bed is generally well drained and the roadway and fencing in fair condition. The ballast is of sand and gravel, of good depth, and the maintenance of track is good. Little can be said of the actual condition of bridges and open culverts, as the inspection was made from the rear of a regular train, which does not afford time or opportunity to make a thorough examination. From the casual glance that could be given, the structures appear in fair condition. Most of the cattle guards have a floor system. Two open culverts of about eight feet spans have rail on stringers and were the only open floors noticed. Bridge 38 is an old through Howe truss, uncovered. Near West Ballston is a fifteen-foot span plate girder deck with standard floor, newly constructed. Bridge 80 is a riveted lattice bridge the iron work of which needs repainting. The station building at South Ballston has been newly painted and furnished. At Ballston Junction new tracks have been laid. From near the crossing of the Mohawk river to the depot at Schenectady, a distance of about one mile, an independent line has been built to avoid detention in the freight yards at that place. This branch and the branch from Coons' Junction to Schenectady are for a number of miles parallel and form a double-tracked road, but they are operated as independent lines.

Glens Falls and Caldwell Branch.

Between Fort Edward and Glens Falls is single track, with steel rails, angle plate fastenings, and point switches. It has lately been rebalasted, surfaced and lined. Between Glens Falls and Caldwell the track is laid with iron and has fish plate fastenings and stub switches. This portion of the branch is about four years old. At points the iron rail shows considerable wear. As a whole, the sleepers are in fair life, but on some portions renewals appear necessary. Near Glens Falls is a bridge over the canal having trestle approaches at each end. The trestles are in good order. Over the canal are two spans of through low Howe trusses a few of the floor beams of which are in bad condition. Bridge 43, over feeder, is a new riveted lattice with standard floor. Bridge 48 is an A truss on bent abutments. The braces of truss are partly decayed. A mogul engine as used by this company would overstrain the truss rods. A new truss would be desirable. Bridge 51 is a through riveted lattice crossing the canal. This structure is in good order and has a strong floor. The channel of lower chords should have drain holes. Bridges 52, 53, 54 and 55 are trusses made of old iron rails. Bridge 56 is an under highway crossing of three spans of trestle work. The bents and stringers are in fair condition; the ties are too old and widely spaced. Nearly all these openings have insufficient guard rails and the same may be said of nearly all the bridge floors except those of quite recent construction. The surface and line of superstructure is very workmanlike and generally the roadway and fences are in good order. Wire is used in renewals of fencing, much of which has been done this season on this and other portions of the Delaware and Hudson system. Caldwell has a well-arranged depot, with train shed and steamboat dock adjoining. Glens Falls depot is a very roomy and convenient building and is well furnished. Sandvick Hill has a good building but the platform is high and inconvenient.

Whitehall to Vermont State Line.

At Whitehall, crossing the canal, is a through riveted lattice, the flooring of which is being renewed. Over Whitehall creek are two thirty-foot spans of plate girder and one pin-connected Pratt truss about 140 feet span. This is a new structure with a standard floor, and takes the place of a wooden truss noted in previous report. The State line is the center of Castleton river where there has recently been erected a deck riveted lattice on substantial abutments. There are a number of cattle guards on this branch that have too old stringers, generally with rails spiked to them and scarcely able to hold the spike. Some of the abutments of open culverts are in poor condition.

Generally the superstructure is in fair line and surface, but many ties too old for further use were observed, and the fencing is down at a number of places.

Fort Ticonderoga to Baldwin.

This short branch is operated during the season of pleasure travel only. It was inspected from the rear of a passenger train. The rail is iron, with wrought chairs at joints, and is considerably worn. There is one truss bridge. It is an A truss of four spans, two of which are new. The other spans are old and partly decayed. The maintenance of superstructure is ordinary. At Baldwin, near the foot of Lake George, there is a covered platform in connection with a steamboat landing.

Plattsburgh to Ausable.

Single track, iron rail, chair fastenings and stub switches. The inspection of this branch was made from the rear of regular train. The rail is at points very much worn, and the sleepers, as a whole, were in an inferior condition. Ties for renewals were distributed along the road-bed. The condition of the rail, and use of chair fastenings require the ties to be in strong life. The traffic over this branch is not heavy. A number of trestles have been filled, wholly or in part, since the previous inspection. The fencing is in very good condition, and the road-bed and way neatly kept. The superstructure is ballasted mostly with sand; a little gravel is used, and some points are not ballasted. The bridging generally has been much improved. Bridge 51, over Salmon river, is a deck Howe truss in fair condition. The trestle approaches are in good order. Bridge 52 is a deck riveted lattice, with good masonry abutments and trestle approaches, all well floored. Bridge 53 is a trestle, the bents of which are old; new stringers and a standard floor have lately been laid. Bridge 54 is a double intersected riveted lattice, with trestle approaches and standard floor, the whole in good condition. Bridge 55, where, when last inspected, was a long trestle, has recently been reduced by filling to fourteen bays, that cross over a highway. This bridge is in fair life of timber, and has a standard floor. At Ausable a Seller's turn-table has lately been put in place, and the station has received some repairs. Peru, Harkness and Ferrona have small station buildings, poorly maintained.

Chazy Junction to Canada Line.

A single track road with fish plate and chair iron and stub switches. The sleepers are generally in fair condition, and roadway, bed, and fences neat and well kept up. The surface and line of track is also in good order and well ballasted, and the road-bed is very wide. North of Chazy Junction is an under highway crossing with poor masonry abutments, and bents inside to sustain stringers. The bridge has cross ties but no guard rails. The cattle guards are partly of new construction, and such have a strong floor system; those of old build have open floors. North of Sciota, among others, is a fifteen feet span water way having quite old stringers. Crossing Chazy river at Mooers is a newly built two span plate girder through bridge, having good masonry abutments and standard floor. At Mooers Junction the Ogdensburgh and Lake Champlain railroad is crossed at grade. There is a small one waiting-room depot at this crossing, lately renovated. North of this crossing are two water-ways of fourteen feet span, one of these has three stringers under each rail. The center stringer is twelve by fourteen, and the outside stringers are seven by thirteen inches section. The center timber is badly decayed at bridge seat; the others are in better condition. The other opening is quite similar, except that the masonry is falling and is now shored up. Two cattle guards north of Mooers have decayed stringers. All the openings north of Plattsburgh, on both branches, should be carefully examined and the partly decayed timber removed. The Canadian line is about two miles north of Mooers Junction, and there this branch joins the track of the Grand Trunk railway.

Eagle Bridge to Vermont State Line.

Commencing at Eagle Bridge, where junction is made with the Troy and Boston and Boston, Hoosac Tunnel and Western railroads, this branch road extends northerly, crossing into the State of Vermont, and then again into New York State, and again to the

State line, making two distinct pieces of railroad in this State. The inspection was made from a regular train. A few stops were made at the larger bridges, but they were hurried and unsatisfactory. At the junction and on other portions of the road the rail is iron with chair fastenings. All the switches are of the stub pattern.

The sleepers are in good life of timber, and the line and surface of track in reasonable condition. The part of the road in New York between Pawlet and Poughkeepsie is laid with steel rail, partly worn. South of Pawlet the rail is iron, a part of which has fish plate fastenings. At Eagle Bridge there are two spans of riveted lattice deck, used jointly with the Boston, Hoosac Tunnel and Western railroad, whose track is interlaced across the bridge. A watchman and distant signals govern the movement of trains over it. The bridge has a good standard floor. Bridge 118 is an old through Howe truss, which, it was said, would be renewed in iron this year. Bridge 117 is a new deck iron structure. Bridges 115 and 114 are old through Howe trusses, and have additional truss rods. Bridges 113 and 112 are through low Howe truss bridges; trusses uncovered and look old. Bridge 109 is a two span through Howe truss, once covered. The bridge is in fair life of timber, and has additional truss rods; they are not in proper adjustment. Bridge 108 is a through riveted lattice bridge, new, and has a standard floor. No. 107 is a through Howe truss of two spans. The pier is under center of panel instead of foot of braces; this objection was noted on previous inspection. The covering has been removed and timber is in fair preservation. It was stated that this structure is to be renewed in iron this late fall. Bridge 106 is a through Howe truss of two spans and has lately been overhauled. The ties are too widely spaced and guard rails are omitted, as is the case on nearly all the bridge floors of this branch, unless on those of very recent build. Bridge 105 is a similar structure, but has a closely tied floor. At a siding from main track is a stub switch within twenty-five feet of an open floored cattle guard. South of Salem is a sixteen feet span water way. It has two twelve by fourteen inches stringers and a girder rod under each rail. A bent is under center of opening. The masonry is dry work falling inwardly and shored up. It should be rebuilt. Bridge 103 is a very old low through Howe truss resting upon a bent. Many of the timbers are decayed. At Salem there is a fair depot now in course of repair. At Cambridge there is a very good one waiting room depot, neat and well furnished. A lawn neatly fenced forms part of the station yard. Bridge 102 is a low Howe truss, very old and appears to have settled below a horizontal line. It should receive attention. Bridge 101 is a similar structure, but in better condition. Bridge 99 is another structure of same description, but quite new. Bridge 92, a low Howe truss, I did not see. South of Granville is an under highway crossing with rail on stringers, and near a stub switch. From the foregoing it will be observed that there are fourteen Howe wooden trusses and three iron lattice bridges, in thirty-three miles of road. There are the usual number of cattle guards and open culverts which could not be inspected from a regular train. Many of these have open floors. Middle Granville has a poor, dilapidated one waiting room depot, and platform is broken. Other than this the depots are in good order. Generally this branch is in better condition than when last inspected. The ties have been renewed to a great extent, fences improved and rail renewed by substituting partly worn steel from main line. The line and surface of superstructure is in fair order, and effort is being made to better the physical condition of the property.

The same may be said of all the lines operated by the Delaware and Hudson Canal Company. The main line is now in an excellent condition of maintenance throughout, with exceptional points not yet reached in the work of improvement or renewal.

A very large amount of new iron work and rebuilding of masonry has been done in the past two years, also new station buildings and repairing of old ones, and the superstructure is generally maintained in a strong and workmanlike condition. The truss bridging appears to be well cared for, while the small openings and waterways are too frequently allowed to remain without renewal. A strong system of flooring for all openings not already provided is suggested.

[NOTE.—In making the inspection of the railroads operated by the Delaware and Hudson Canal Company, a request that some officer or person in charge of the several divisions be allowed to accompany your inspector was not granted, and it is possible that errors in stating the character and amount of proposed improvements or those accomplished since the previous inspection may have been made.—Inspector.]

ALBANY, N. Y., November 15, 1886.

WILLIAM C. HUDSON, Esq.,

Secretary Board Railroad Commissioners, Albany, N. Y.

DEAR SIR—Your favor of November 9th to our president enclosing copy of report of the inspector of your Board as to the physical condition of the railroads in this State operated by this company, has been referred to me. The defects noted by your inspector have our attention and will be remedied as rapidly as possible.

Yours very truly,

H. G. YOUNG,

Assistant President and General Manager.

ALBANY, N. Y., December 10, 1886.

Board Railroad Commissioners:

GENTLEMEN — I am in receipt of a copy of the report of your inspector of the physical condition of the lines of railroad operated by this company in New York State, and have noted the several defects therein specified, in which connection I beg to call your attention to the following corrections, which are respectfully submitted, and to advise you that work as hereinafter specified has been done by us, with a view of bringing our lines to a standard which will admit of no unfavorable criticism, an end we keep constantly in view.

Albany and Susquehanna Railroad.

The ties near East Worcester, criticised as being too old, have been renewed. The new bridge at Harpersville consists of thirteen spans of plate girder on latticed columns. New abutments have been built at bridge 105, and plate girders are now in the shop to replace the trusses. Bridge 101 was bent at alternate panels at time of inspection; new girders to replace the trusses are now in the shop. All closed chords have been ordered drilled for drainage and the work is now in progress. The blocking criticised under stringers was merely temporary during ballasting; it is now being removed and replaced with stone bridge seats; the stringers are now being replaced by rail girders. New abutments have been built at bridge 45 and plate girders to replace the stringers are now in the shops. The bridge at No. 12 has been removed and a new trestle built; it was supported upon bents at time of inspection. Plate girders are now in the shops for bridge No. 8. All wooden trusses on this division are thoroughly supported on bents and iron is in the shops to replace them; none are now in use as trusses.

Albany, Whitehall and Rouse's Point.

The abutments north of West Troy depot have been rebuilt and new ties and guard rails placed. The switches at Green Island Junction are not stub switches, but of a patent safety pattern, not split, but demonstrated by years of use to be perfectly safe, although too expensive for general use. The four spans of bridge adjoining Green Island are now being provided with drain holes in closed chords. The split saddle blocks on bridge connecting Green Island and Adams' Island have been replaced upon these spans. A fence cannot be built between railroad and road, as the bridge is not wide enough; no teams pass over these spans for weeks at a time, and the farmers using them are fully satisfied with their present condition. Bridge 15, from Adams' to Van Schaick Island is not old; it was built in 1883; the rods have been reinforced, new ties placed and careful inspection shows no decay. At bridge 17 new stringers are now in place. Near Gansevoort Station at time of inspection new rail was being laid; every tie is now spiked. Near Smith's Basin there is no stub switch or elsewhere on line between Albany and Whitehall except in yards. Angle plates have been substituted for fish-bars near Fort Ann. North of Comstock's, plate girders have been ordered to replace stringers. At South Bay trestle, new bents, stringers and ties have been placed since this inspection; new floor is now in place. In trestle No. 12, Champlain Division, piles are but two years old; new stringers and floor have been placed since inspection. North of Putnam the foundation is very bad and the trestle is constantly watched and repaired. At bridge 16 plate girders have been ordered. The dock at Fort Ticonderoga is to be renewed this winter; the bents are but one year old; stringers and plank are to be renewed this winter. At bridge 19 the abutments and spans were built in 1874 and the trestle, 1,800 feet in length, was filled in 1884. In the large bridge north of Addison Junction the ties noted as needing renewal have been renewed; the rail resting upon the south back wall now rests upon a tie, the back wall having been cut away. South of Crown Point where masonry is reported as failing, new abutments have been built; north of the same point the pier has been removed and a new span covering the entire distance between the abutments is in the shops. Bridge 23 was built in 1878 and can scarcely be called old; the rods are ample for 4,000 pounds per foot; plate girders have been ordered for this span. The floor and trestle of bridge 29 have been renewed. At bridge 39 every post is now being doubled. At bridge 41 closed chords are being drilled for drainage. The floor beams of bridge 43 have been entirely renewed. The plate girders at Plattsburgh are now in place. At bridge 60 the stringers have been renewed. All cattle-guards on this and other divisions are now being changed by substitution of rail girders with closely tied floor for the open stringers in use at time of inspection. Cattle-guards said to have been in unsafe condition have been renewed. The cattle-guards and open culverts north of Plattsburgh have been carefully overhauled since this inspection. At bridge 69 new plate girders are now in the shop. New wall plates have been placed under a bridge north of Chazy, criticised for their condition. For general criticism of open-floored structures see statement already made, that rail girders with close ties are being put in in their place.

Cherry Valley Branch.

Bridge 21½ was built new in 1878 and thoroughly repaired in 1886. The deck Howe truss

is to be replaced by plate girder, now in the shop; the abutment has been thoroughly repaired. The sixty-foot riveted lattice across the Westkill is a thoroughly first-class structure in every respect, with one abutment entirely new and the other in absolutely good condition.

Coons' Junction, Schenectady and Quaker Street.

At bridge 4 $\frac{1}{2}$ the defective pedestal has been replaced. New ties have been placed on bridge 17 $\frac{1}{2}$. Bridge 18 $\frac{1}{2}$ has been rebuilt entirely new this fall.

Ballston Junction to Schenectady.

Bridge 28 is supported upon bents at alternate panels and is not now used as a truss bridge; new iron spans are in the shop.

Glens Falls and Caldwell.

There is no bridge over the canal with trestle approaches near Glens Falls; there is one near Fort Edward, for which new plate girders are in the shop; false work is now being erected and new piers and abutments are to be built at once. The "A" truss at bridge 48 is now bented and will be replaced at once. Bridge 51 has not a closed lower chord.

Whitehall to Vermont State Line.

It is scarcely a correct statement to say in general terms that the stringers on this branch as a rule will not hold spikes. If this were the case at the time of the inspection it is not so now, as extensive repairs have been made this summer. Six sets of abutments upon this branch have been renewed within a year and work is still in progress. Since this inspection all ties of this branch have been thoroughly overhauled where they were insufficient.

Fort Ticonderoga and Baldwin.

The two spans of old "A" truss criticised as partly decayed, were not in use at time of inspection, each floor-beam being supported by a bent.

Plattsburgh and Ausable.

A large number of new ties have been placed on this branch since the inspection. Bridge 51 has been ordered removed and a new iron bridge is at hand dispensing with trestle entirely. Bridge 53 is but two years old. At Ausable the turn-table is built entirely of wrought iron of the Kellogg & Maurice pattern. Peru station has been repaired and renovated.

Chazy Junction to the Canada Line.

The fifteen foot span north of Sciota has been renewed. North of Mooers Junction the spans over waterways have been renewed; also the two cattle guards criticised. A careful examination of all the openings north of Plattsburgh has been made.

Eagle Bridge to Vermont State Line.

At Eagle Bridge the two spans have pin connections. For bridge 118 new plate girders are in the shop and the old truss is thoroughly bented. The defect in the construction of bridge 107 was rectified immediately after the inspection prior to this one and did not exist when this one was made. A new bridge for span 106 has been ordered. The criticism respecting stub switches near open cattle-guards is met by the statement already made that the latter are being replaced by rail girders with closely tied floors. The two abutments of the sixteen-foot openings south of Salem are now being rebuilt and a plate girder is at hand. Bridge 108 cannot be called very old as it was built in 1877. The same may be said of bridge 102, which is now thoroughly bented. Bridge 101 was built in 1884 and all the wooden bridges on this branch have been reinforced in iron rods for the maximum rolling load crossing them. In answer to the general criticism as to the large number of Howe truss on this branch, it may be said that ten new iron spans have been built within the last year, and all the bridges over ten years old are to be replaced with iron at once.

At Middle Granville a new brick depot is being built.

Yours very truly,

H. G. YOUNG,
Asst. Pres. & Gen. Mgr.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD.

The inspection of this property, made this season, shows the same excellent condition as

when last reported in 1884, with additional improvements and betterments that places the entire line within the State of New York in commendable order. With the exception of the old rail in the yard at Dunkirk, and two miles of very good iron rail along the line and generally within yard limits, the rail is steel and in excellent condition. Stub switches are still in general use. The ties have been further renewed during the past and present seasons, until they are, except at a few points, in very strong life. There are now sufficient new ties along the line to complete the entire renewal of defective sleepers. The work of widening narrow embankments is fairly completed, and that of slightly ballasting the road-bed and raising of the track has been continued. This work has been done by the regular force of section men, and without the aid of a work train. The result of such work is very satisfactory, and the superstructure is in excellent adjustment. A further renewal of fencing has been done, but there is yet more of like work necessary, before the fences are in as good a condition as the other portions in maintenance. The ditches along the road-bed are all well opened, and the roadway neatly kept and free from all noxious weeds, grass and underbrush. A detailed inspection of all openings was made. The small open culverts and waterways have each a strong floor system, and the masonry found broken two years ago has been rebuilt. South of Ross Mills, when last reported, was a Howe truss in poor condition. It has been renewed with a very strong truss of like construction. Over Conewango creek north of Frewsburg, is a 180 feet span Howe truss with lower chords that show openings at end joints announcing a slow failure of the structure; mostly by reason of age. Strong bents are set under the second panel point at each end of truss reducing the span about forty feet. This is only a temporary expedient, and a new structure will soon be necessary. All the other trusses, both of wood and iron, are in good state of preservation and order. The station buildings were each examined and all found cleanly kept and otherwise satisfactory. At the junction or rather right angle grade crossing of two parallel roads, the New York, Pennsylvania and Ohio, and the Buffalo and South Western railroads, there remains the same crude and unsuitable passenger accommodations noted in last report. A new and larger platform has been provided, but shelter for passengers is very meager and uncomfortable, and the large passenger traffic changing cars at this point really should be better accommodated. A good passenger station should be constructed which, if built, would probably be a joint enterprise for all three lines. The equipment for passenger use was inspected as far as possible, and cars found in good order, clean and wholesome. Spermin candles at sides of cars are used for lighting purposes, which is something behind the modern method of lamps along the ceilings of cars. Candles are certainly more safe in case of accident, but oil lamps are far more cheerful, and if strongly made and fastened, and using a proper test of oil, they are reasonably free from danger.

HERKIMER, NEWPORT AND POLAND RAILROAD.

(Three and one-half feet gauge.)

The last inspection of this road was made in 1884, and reported that year by the Commissioners. The present inspection shows very great improvement of road-bed and mechanical structures. At Herkimer, bridge No. 2, near the engine house, has been entirely rebuilt. It has new masonry abutments and piers forming a two-span flood waterway of twenty feet each, with three eight by sixteen inches sectional stringers, and two truss rods under each rail, and floor is well tied and guard railed. A ten feet span water and flood bridge has three six by twelve inches sectional stringers, with two truss rods under each rail. It has a standard floor, and newly built masonry abutments. It was formerly a pile opening. Then follows two openings of ten and twelve feet each, with masonry abutments, and a rubble arch culvert, where were formerly pile bridges. Several other openings south of Middleville, have been rebuilt in like manner. The pile bridge over raceway north of Middleville is yet in fair condition, and further north a number of small openings have new masonry abutments, well and strongly floored. The first crossing of West Canada creek, two spans of low Howe truss, are in good order. At the second crossing of same stream, a pile flood bridge at south approach has been rebuilt with good masonry abutments and piers, and strong timber girders, and standard floor. Two cattle passes north and south of this last structure have been renewed with masonry abutments; and a box culvert, found too small, changed to an open culvert. The low Howe truss, single span, over Shed brook is in good order; all the bridges have their trusses enclosed. The two spans of low Howe truss near Poland, are in good condition. All the renewed structures are very strongly built, and have a good floor system. The foregoing renewals cover nearly all of the original pile and plank abutments, and those remaining will probably receive the same construction of masonry piling another season if not the present year. Considerable trouble has been experienced along the flat lands bordering West Canada Creek, north of Herkimer, by reason of ice piling on the track during spring freshets. The road-bed along this section has been raised from one to three feet, which will probably overcome any further ice obstructions or damage by high water. The hemlock and spruce sleepers, used in building the road, are fast decaying, and extensive renewals have recently been made, using mostly cedar ties, eight feet in length, partly worn on a standard gauge road, but well suited for this narrow gauge. Some additional steel rail has been laid since the pre-

vious inspection, more of which is necessary as the light iron rail is fast wearing out. The maintenance of line and surface of superstructure is quite ordinary where the iron rail remains, although some portions were in fair adjustment. The road-bed approaching some of the openings was noticed as not sufficiently wide, nor surface of track properly adjusted. These defects have undoubtedly been made good. The station buildings remain as before reported; they were found neatly kept and in good condition. Storm fences against drifting snow have been provided at exposed points. The equipment is small, but is kept in fair order, and is probably sufficient most of the year for the business of the road.

LACKAWANNA AND PITTSBURGH RAILROAD.

There has been no change in the outline of this property since last year's inspection. It was carefully looked over this season, and a close examination made of all bridges and depots, and of the superstructure.

Narrow Gauge Division.

This is a three-foot gauge road between Olean and a junction with the main line of standard gauge near the village of Angelica, and thence, by using a third rail, to that village. No improvement on this division was observed over that found last year, but rather a lower state of maintenance prevails. A few trestles near Belvidere have been in part renewed, and some retieing and surfacing of track accomplished. As yet the timber in the many pieces of trestle work and single span openings is in very good life, but occasionally members of these structures were found too much decayed. Of the superstructure little more can be said than reported last year. Between Olean and Bolivar the ties are, upon the whole, much too old and worn, and the rail is in like condition. On curves some ties have been renewed, but very much more must soon be done to put the track in better condition, or the speed of trains should be reduced to a rate consistent with its maintenance. Little, if any, ballast was ever placed on the road-bed, and to maintain a good line and surface of track on an earth surface requires a larger force of sectionmen than was seen at the time of inspection. Grass growing inside the rail, and the uneven winding surface and line of superstructure show the insufficiency of the labor upon it. Where work has been done this season a better conditioned track exists. Between Bolivar and Friendship the trestles appear to have been built for a standard gauge road. There is very little masonry on the entire division, except near Olean, where the road occupies the towing path of an old canal. Between Bolivar and Angelica Junction the sleepers are in stronger life; occasionally, however, they were seen entirely decayed under the rails. The iron rail is also less worn, and the adjustment of track more workmanlike. From Richburgh easterly there are four miles of 190 feet grade per mile, upon which is laid steel rails. This grade has almost a continuous curved line, and the outer rail is at points excessively elevated, which is being reduced where track repairing is done. Many grade highway crossings are without warning signs. Where the station buildings are occupied they were found in very good order, and appear to be neatly kept. The depot at Friendship is an exception, and should be renovated.

Standard Gauge Division.

The main line of this division lies between Belfast Junction with the Buffalo, New York and Philadelphia railroad, and a junction with the Delaware, Lackawanna and Western railroad near Perkinsville. It is of quite recent construction and very well built. There is a considerable amount of trestle work and single span timber openings, all of which were found in good order, and those other than short single spans have a strong floor system. The rail is steel, secured at ends with angle bars, and laid alternate suspended joints. The ties are all in new life and spaced about 2,600 per mile. The adjustment of track is only fair, and a better surfaced approach to many bridge floors is advisable. The fencing is nearly all of post and board construction, new and well kept up. A number of embankments are much too narrow, especially on the outside of curves, and the drainage of some cuttings if improved would aid in maintaining track surface and line. Very little work appears to have been done this season on the superstructure or roadway. There are many highway grade crossings without the usual warning signs. At Angelica, Birdsall, Canaseraga, Rogersville and Perkinsville there are very good station buildings, that at Canaseraga being used in connection with a hotel. All these stations were found neatly kept and comfortably furnished. There are a number of Howe truss bridges of strong construction, and crossing the ravine of Stony brook is an iron viaduct, as described in previous report. It is strongly built, and has iron piers resting upon masonry pedestals. One or more of these pedestals has been fractured by the action of frost, and a casing of beton, one foot in thickness, has been applied, completely enclosing the masonry. This will probably remedy the defect.

Swain's Branch,

From a junction with the main line at Swain to Nunda Junction, where another con-

tion is made with the Genesee Valley Canal division of the Buffalo, New York and Philadelphia railroad. There is little, if any, change in the physical condition of this branch since the inspection of 1885. A careful examination was made of all the truss and trestle bridges, and they were found in excellent condition. These were entirely rebuilt about four years ago, and are of good construction and ample size of members. The sleepers are generally in strong life; those seriously defective were at the time of inspection being replaced; a work that will probably be completed before the end of the present season. The superstructure was only in ordinary adjustment of line and surface, but sufficiently good for the moderate speed at which trains are moved, and the very light traffic. Noxious weeds, grass and underbrush have not been cut this season, which causes a neglected appearance of roadway. The cuttings are fairly drained, a necessary work on this branch, as there is little, if any, ballast on the road-bed. Nunda is the only station occupied, except a small transfer depot at Nunda Junction. Swain is now a flag station, and the building formerly used as a depot is scarcely tenable. The Nunda depot and waiting-room are in fair order. In all other respects the property is in about the same condition as when reported last year.

Generally the property shows a gradual falling away in maintenance, especially on the narrow gauge division, where a large amount of new material and labor is necessary to bring it up to the condition in which it was found previous to the inspection of 1885. The main line and Swain's branch only requires a sufficient section repair force, and at points a reballasting, to make a very fine-conditioned railroad property.

LAKE CHAMPLAIN AND MORIAH RAILROAD.

This road extends from the shore of Lake Champlain at Port Henry to Minerville, seven and two-thirds miles. It is standard gauge and nearly all its traffic consists in the transportation of iron ore.

From the Lake at Port Henry to the company's iron ore mines at Minerville, an elevation of over 1400 feet is overcome. This is accomplished by an average grade of 218 feet per mile, and to obtain sufficient distance, two switch-backs are introduced. The alignment is almost one continuous curve, oftentimes quite abrupt. Where sharp curves occur the rails are firmly braced and an inside guard of railroad iron is used inside the inner rail. The ties are mostly of hemlock timber and spaced about 2600 per mile. They are, as a whole, in good life, but at some points the sleepers are too old and should be renewed. The road-bed is generally of ample width and well drained.

The ore trestles and pockets on the lake shore are made of yellow pine timber. They are in fair condition. The same kind of timber is used for girders at single span openings. Crossing over the tracks of the New York and Canada railroad is a plate girder deck truss having good yellow pine floor beams; some of the ties in flooring should be renewed.

The bridge over Main street, Port Henry, is a two-span low through riveted lattice, in good order, having excellent masonry abutments and a standard floor.

Over Mill brook is an eighty-three feet span through lattice, with strong masonry abutments, and a standard floor. All the iron bridges are well painted. There are two or three short openings, besides cattle guards at highway crossings. These were each examined and found with strong timber stringers, but ties are spaced as upon the road-bed, and guard rails omitted. Generally the masonry in these small openings is in good condition; at one, however, the masonry is falling, and stringers rest on bents. The rail is steel and in good serviceable order, but the line and surface of the track is only ordinary in adjustment. The roadway was found very neat and clean, and the fences, which are of post and board construction, are very well kept up. All highway and overhead obstructions have the usual warnings. Very few passengers are carried; in fact the company desire not to carry any. A good highway, much shorter in distance, answers all purposes for transporting people between the mines and Port Henry. There is no regular passenger equipment.

The locomotives are of the Mogul pattern, weighing about thirty tons, and four-wheeled hopper bottom cars are used for transporting ore. As before stated, the gradients are heavy and continuous, requiring careful train management. It is suggested, that power brakes be applied to the locomotives, and that all old ties be renewed, and the smaller openings provided with a strong floor system. Such additions would aid much in the safe operating of the road.

LONG ISLAND RAILROAD.

There are about 356 miles of road owned or leased by the Long Island Railroad Company of which about 54 miles are double tracked. A detail of the mileage may be found in the first volume of the Commissioners' Report for 1883.

The last inspection was made in 1884, and reported by the Commissioners in that year. The present inspection was made with much care and considerable detail about the middle of April, 1886.

Commencing at Long Island City the inspection followed the Brooklyn and Montauk railroad to Eastport, including the Rockaway Beach branch, thence over the Sag Harbor branch to Sag Harbor. The Long Beach branch was not in operation at time of inspection, but was being put in good order for the coming summer's travel; its inspection was omitted.

The terminal at Long Island City remains in the same condition as previously reported. Nothing has been done beyond the erection of sheds for storing passenger cars during the winter months at Richmond Hill, where it was proposed to locate the repair shops. The large waiting room and train sheds and platforms are in good order and neatly kept, as are all the station buildings and yards on the Long Island system.

The track has been relaid on the road-bed of the old Long Island railroad, between Winfield and Jamaica, and is used for west bound passenger trains, adding much to the facility of rapid and frequent train movement.

The entire Montauk Division is laid with steel, with angle plate fastenings, and alternate suspended joints. The ties are in strong life throughout. The line and surface of superstructure is admirably maintained, but is a work of constant effort, as the road-bed is nearly all of a fine sand and the ballast is of the same material, only of coarser texture. The road-bed is ample in width and well ditched, and roadway very clean of old debris, and brush all cleanly cut out to boundaries. Stub switches are gradually being done away with; perhaps one-half have been changed to point switches. There are a few mechanical structures of iron on this division and a large number of single, double and more spans of trestle and pile bridging. Very little masonry was built in the original construction. The timber structures have all been rebuilt within four years, and strong track stringers and bents of yellow pine were used. Each of the openings in road bed are provided with a competent flooring, except a few short spans on Atlantic avenue west of Jamaica. These open structures are to be filled up, and iron piping used where necessary for drainage. There are three two-truss iron bridges between Long Island City and Jamaica, two of which are draws, and the other a through pin-connected truss over Gold street. These bridges are double tracked, and spaced seven feet between inside rails. The trusses are one twenty-four, and the other two twenty-four and one-third feet in clear width. The New York, Woodhaven and Rockaway passenger cars are nine and two-thirds feet wide, leaving but one and one-fourth feet space between sides of car and these iron trusses. The open excursion cars of the Manhattan Beach railroad are about the same width. While passengers are not to project head or arms from side windows of cars, it is provided by general consent to give a space of not less than three feet between sides of cars and all obstructions. In the present case there appears no other remedy than to lengthen the floor beams and spread the trusses of these bridges, or interlace both tracks over them, which would be as dangerous, or more so, than is the present nearness of trusses, by reason of the frequent train service. All of the passenger depots were inspected and found in admirable order. The station at Springfield has been moved easterly on to a tangent, to avoid a recurrence of the rear collision lately enacted at that point. The building has been entirely renovated and refurnished. At Merrick and Ridgewood new station buildings have lately been built, and of the adopted standard pattern. These depots have one large waiting room with a neat covered platform at each end of building, and covered carriage entrance in rear. They are located twenty-six feet from the track, and platforms extend each way of sufficient length to afford landing from longest trains. The furnishings are very neat, utility more than ornament predominating.

At Babylon there is a very neat two waiting room depot of the standard design, and the surroundings are neatly laid out in lawns and flower beds. Islip has a standard depot. Bellport, South Hampton, Bridge Hampton, and Bayshore also have the same. The other station buildings are not modern, but all are well maintained and neatly kept. The depot at Flatbush avenue, Brooklyn, is very contracted, the freight depot occupying the same yard. The passenger accommodations are not at all in keeping, nor are they of sufficient capacity to rightly serve the public. The depot at Sag Harbor is not modern, but is well adapted for its purpose.

The Rockaway Beach branch was only inspected between the junction at Valley Stream and Far Rockaway, a distance of five miles. It was found in good order and track well surfaced and lined. The superstructure is laid with steel rails, and one mile at the north-erly end is double tracked. Between Far Rockaway and the Neptune House, a further distance of four miles, is operated only two months in the year, and its maintenance is very ordinary. The track is laid with iron rails and chair fastenings. Its condition is probably sufficiently good for the low rate of speed with which it is operated.

Eastport to Manor, and Greenport to Jamaica via Garden City.

All single track steel rail, and is called the main line. Between Eastport and Manor was noticed the best maintained superstructure. The line and surface of track is quite perfect, the line of ballast neatly defined and road-bed and roadway exceedingly neat and free from debris, weeds or underbrush, showed that the previous season's work had been very thorough. At Greenport the company owns a long pier extending to deep water, and tracks for water transhipment are laid upon it. The depot yard is enclosed, and passenger buildings in good condition. There are two good sized waiting-rooms, both well furnished. The superstructure of the main line was in the same good order and maintenance as that of the Montauk Division. A few low joints were noticeable between Baitwig Hollow and Riverhead, otherwise no exceptions could be taken. Mostly stub switches still in use. A number of highway crossing signs are not in place. Considerable masonry was built on the main line when first constructed, but the stones were small, and frequently abut-

ments were noticed as breaking and crumbling, and will soon have to be rebuilt. There is considerable pile and trestle bridging on this division. They were nearly all examined. Every bridge has been rebuilt within five years with yellow pine timber and has standard floors. The old bents were allowed to remain and do some additional service, but they are unnecessary, as the new structures have ample carrying capacity. There are two iron truss bridges near Garden City; they have lately been reinforced. The station buildings are generally of old construction, but they are neatly and brightly maintained. At Hollis a very fine wooden station house has been built since last inspection. It is a newly located depot. Garden City has a very fine station.

Long Island City to Flushing and Whitestone and Great Neck Branches.

This division is double track to Winfield Junction. There is an iron, pin-connected Post truss over street near Cowen depot in good order. All street crossings have safety gates. The Flushing trestle crossing a salt meadow is being rapidly filled, an essential work, as the timber is fast becoming too old for absolute safety. At Bridge Street crossing there is an arch plate girder truss in good order. The next structure is a long trestle across a marsh. It is being slowly filled at northerly end, and the entire structure should be filled as early as possible. Newtown, Bridge Street, Flushing, College Point and Whitestone have good passenger stations, the two latter constructed of brick, and Whitestone has covered platforms. The general maintenance of this branch is inferior to that of other portions of the road. The alignment is tortuous, and grades undulating and steep.

Whitestone Junction to Great Neck.

Steel rail, angle plates, suspended joints. At crossing of channel near Main street is a riveted lattice swing bridge that has been struck with a vessel, and has a very badly bent main diagonal that should be replaced. At crossing of Little Neck bay there is a long pile bridge that should be filled as much as the water-way required will allow. At the channel, a jack knife wood truss rod girder has lately been rebuilt. The maintenance of this branch is better than that of Whitestone, but it is not up to the condition of other portions of the road. The station buildings are in very good order and cleanly kept. Main street, Flushing, has a large brick depot, newly renovated. At Great Neck there is a standard depot exceedingly well ordered.

Winfield Junction to Jamaica.

Crossing Newtown and Fishpond highways are two Post pin-connected through trusses that want painting, as they were noticed as beginning to corrode. The spans are quite short, about twenty-five feet each. Another street is crossed with a Post truss same as last bridge. There is another Post truss of forty-foot span having wooden track stringers. This bridge is in good order. Crossing Jamaica turnpike is a forty-five foot span Post truss, cast iron posts, pin-connected. All these structures have good masonry abutments and standard floors. As to strength, reference is especially made to the strain sheets furnished by the company.

Hinsdale, Mineola, Hicksville and Port Jefferson.

From Hinsdale Junction to Hicksville, is a part of the old Long Island railroad. There are no truss bridges and the short openings are as follows: Near Hyde Park there is a twelve foot span double I beam deck girder on which the ties are too widely spaced and guard rails omitted. This is noticed on this road as a feature not before seen. A twenty foot span waterway has three twelve by twelve inch pine stringers and girder rods under each rail. Another of twelve foot span has two twelve by twelve inch pine stringers under each rail. All these structures have good masonry abutments.

At Hicksville Junction commences the Port Jefferson branch. The roadway, bed and superstructure of this branch was found in excellent condition, the line and surface of track being very superior, and all the ties are in strong life, being mostly new. The rail is steel secured with angle plates, and road-bed well ballasted. The switches are all of the stub pattern. There are a number of iron viaducts with standard floors, all of which were found in good order. Near Stony Brook is an under highway crossing with newly built masonry abutments and I beam stringers, followed by a similar structure. Both of these have standard floors. There is very little fencing, and the same may be said of nearly all the lines east of Jamaica.

At Port Jefferson there is a neatly maintained depot, a two stall engine house and a turn-table. There are quite a number of intermediate stations between Hinsdale and Port Jefferson, all of them were found in very good order and neatly kept. At Mineola Junction is a standard depot as before described. Westbury has a large new two waiting-room station.

Hempstead to Mineola Junction and Locust Valley.

All steel rail angle plates alternate and opposite joints and good strong ties. Stub

switches prevail. The superstructure, ditches and roadway are in excellent condition. There are no structures of any moment on this branch. A few short span waterways only, and these were found in good life of timber. There are a number of stations, and with one exception were found well maintained. Roslyn and Glenhead have clean waiting-rooms, but they are very poorly furnished as compared with the others. At Glen Cove and Locust Valley are good passenger accommodations. An engine-house and turn-table are maintained at Locust Valley.

The road between Hicksville and Babylon via Northport Junction was omitted. There are no truss bridges or openings of any length, and the general maintenance is the same as on other portions of the Long Island system.

Between Mineola and Hempstead the road was found in good condition. There are no openings on this branch. At Hempstead there is a depot and train house in good order, and of much the same construction as at Babylon.

Fresh Pond Junction to Manhattan Beach.

All double tracked steel rail, angle plates, strongly tied and maintained in excellent order. A few of the curves south of East New York were as left when the narrow gauge was abandoned. This season these curves were lengthened and made less abrupt to better accommodate the standard gauge. There are only two openings of any amount on this division. One is a fourteen feet span which has strong track stringers, with bent in center and good masonry abutments. The other is a low pile bridge crossing Coney Island creek, which was undergoing repairs.

At Manhattan Beach there was found little change from that formerly reported. The yard and hotel property, however, has been greatly improved and embellished.

The Manhattan Beach Junction and Bay Ridge branch was not in operation at time of inspection. It was being relined and surfaced, and new sleepers put in where required, making ready for the summer's travel, which is very large over this division.

The foregoing includes nearly all of the Long Island system of railroads which are very complicated and intricate. Passenger business largely predominates and trains are run with great frequency and rapidity, perhaps more frequently on the westerly end of the lines than in any other portion of the State. The passenger equipment was examined as far as possible and found in variable condition. Some of the cars are of new and excellent design, others are of quite old construction, but all look bright and clean, showing careful attention in these respects. Little can be said other than commendatory of this property, especially when compared with its condition and maintenance a few years ago.

NEWBURGH, DUTCHESS AND CONNECTICUT RAILROAD.

The last inspection of this road was made October 8, 1884, and their report may be found on page 287 of the annual report for that year.

The outline of this property remains much the same as when last examined. From near the grade crossing of the Harlem railroad at Millerton to the Connecticut State line, a distance of about two miles, the Hartford and Connecticut Western Railroad Company have a joint trackage and maintain that portion of the road.

The arrangement with the New York and New England Railroad Company for their use of track between Wicopee and Hopewell junctions, eleven miles, and with the Poughkeepsie, Hartford and Boston for same privilege between Stissing and Pine Plains junctions, four and three-quarter miles, remains the same as before reported.

Commencing at Dutchess junction, the westerly terminus, and thence easterly to the Harlem railroad crossing near Millerton, fifty-seven miles, a careful examination was made and the general condition of the road was found in at least as good order as when last inspected, and in some respects the condition is improved. There are now about thirty miles of steel rail laid, leaving twenty-seven miles of iron yet in the track, considerable of which has rails so much worn as to call for further renewal to place the whole in really good condition. This road suffered with others during the past winter and spring with sliding slopes in clay cuttings, and the drainage at such points is deficient. As a whole the road-bed is in ample width, but occasionally there are places in embankments that should be widened at grade line. If a work train was employed for a short time the drainage of cuttings and widening of narrow places on embankments could be advantageously done.

The structures, forming openings in road-bed, were each carefully examined. The bay trestle near Dutchess Junction consists of twenty-five bents resting upon piling under center sills and blocking where embankments approach. The structure is built of yellow pine timber, all twelve inches square. The openings are sixteen feet clear spans and have corbels eight feet in length between caps and stringers. The whole appears to be in sound condition. A few of the ties should be renewed. Originally a second track ran on the south end of the bents but it has been removed leaving the track stringers, which now answer the purpose of longitudinal girts, stiffening the vertical position of the bents. These old stringers are more or less decayed at top, but there is more than sufficient sound timber in them to answer the purpose for which they were left in the bridge. The only objection is that the decayed wood is liable to catch fire, which might be obviated by adzing off the decayed wood. The stringers under present track are about four years old.

The next structure is a trestle similar to the one last described, and is in good life and well floored. Crossing Fishkill creek is an iron post deck of one hundred and fifty feet span with iron Fink girders resting upon iron bents approaching each end of the main truss. The floor timbers are of good size, closely spaced and in good condition.

At the second crossing of Fishkill creek is a pin-connected through truss. The iron work is well painted and flooring in good order. The third crossing of same stream is a Post combination truss through bridge. Compression members only are of wood. It has wooden floor beams. This structure is in very good condition. The fourth crossing of Fishkill creek is a pile bridge which is to be renewed this season, and the material is at hand for that purpose. Near Verbanks' station is a forty feet span plate girder deck bridge, in good order, and has standard floor. The next structure is Lane trestle, consisting of twenty-nine bents of eleven feet clear spans. The bents rest on stone foundations and the floor has been newly tied and guard railed.

The Huntsville trestle follows and is composed of fifty bents, the highest of which are about forty feet. It is located on a curve, and is thoroughly braced. The bents rest on masonry. All the members are twelve inches square except the stringers; these are seven by fourteen inches, double and breaking joints; the structure is in very good condition.

Bangall trestle, built about eight years, consists of twenty-seven bents located on a curve. The timber is yellow pine and in fair life.

East of Stissing Junction is a short span plate girder deck, in good condition and well floored. Of the minor openings, such as cattle-guards, passes under farm crossings and single and double span waterways, each were examined and mostly found in good condition. A considerable rebuilding of abutments and renewing of the timber work of these structures has been done since last inspection. With the exception of a few cattle-guards the small openings are well floored. A number of abutments are broken and crumbling and require relaying, but such are firmly braced with timbers.

The sleepers have largely been renewed during the past two years and this season 15,000 more will be relaid, which will bring the whole tying of superstructure to a strong condition.

The roadway is neatly kept and all cleared of underbrush, and the fencing, to a large extent, is being rebuilt of wire, a necessary work, as the old post and board fences are much broken. At Dutchess Junction a new depot, so long wanted, has recently been erected. The building is convenient and well furnished. All the other passenger stations were found in excellent order and cleanly.

The company have lately purchased a small outfit of machinery for engine and car repairs, and located the shop in one of their buildings at Dutchess Junction. The passenger cars have all been repainted and renovated inside, and are provided with wrecking tools. Cowell couplers and hand brakes are used.

Generally, this property is in excellent condition and shows a very marked improvement within the past few years.

MATTEAWAN, N. Y., June 29, 1886.

W. C. HUDSON, Esq.,

Secretary Board Railroad Commissioners, Albany, N. Y.:

DEAR SIR—I am in receipt of yours of the 19th inst., enclosing copy of your inspector's report of the condition of this road, and note the recommendations made.

We are now negotiating for 200 tons of steel rail which we hope to have in track as soon as possible.

We should be glad to buy a larger quantity, but our financial condition will not permit it just now.

Most of your other recommendations have already been complied with and all will be attended to very soon.

Yours truly,
C. L. KIMBALL,
Superintendent.

NEW JERSEY AND NEW YORK RAILROAD.

May 13, 1884, was the last inspection of this railroad. It is reported on page 293 of the Commissioners' report for that year. No change has been made in the outline of the road, but its condition has been materially improved. In the State of New Jersey the change for the better is most perceptible, and gradually is being extended to the fourteen miles of the main line in the State of New York.

Commencing at the State line the inspection was made in detail to Nanuet Junction; thence over the New York, Lake Erie and Western railroad two miles to Spring Valley, and from this point to the end of main line at Stony Point, and returning to Nanuet, the branch to New City, four and one-half miles, was examined.

A few waterways from four to ten feet spans and a number of cattle guards were noticed without such a flooring as advised by the Commissioners; otherwise they were in good order. North of Parmona is a pile bridge of three sixteen feet bays, well constructed, in good condition and well floored. Miners Creek bridge has been entirely rebuilt and line of road changed, making a more direct crossing. Strong masonry abutments have been erected and a deck pin-connected truss now takes the place of a former Howe bridge, and the opening is considerably shortened. The track crossing this bridge is on a tangent,

with an eight degree or seven hundred and sixteen feet radius curve at each end, and curving in the same direction. These curves are elevated about four and one-half inches, and the elevation is carried along the tangent crossing the bridge. This appears objectionable, as it was observed that the wheels of trucks dropped hard against the lower rail, and a sharp flange would be liable to mount it. It would be advisable to change the line of track a little at each end of the bridge and force in a short tangent off the structure, also to put an iron guard rail in the curve approaching the bridge to prevent the possibility of derailment.

About two hundred feet north of this last structure is a new plate girder deck resting on substantial masonry. At this point was formerly a Howe truss, on timber abutments. Both of these iron bridges have a good floor system. North of Haverstraw is a trestle bridge for an under farm crossing, in good condition.

Generally the sleepers were found in good condition, but stretches of superstructure had many too old ties. It is proposed to remove all that are defective in strength, which is necessary especially under the chair rail yet in the road. In relaying the road in New Jersey, with steel, considerable fish-plate iron rail was transferred to the northerly end of road, making the entire iron in a very fair condition, but a further repair of the chair iron is necessary.

The fencing in New York is in about the same condition as last reported — very little fence being maintained.

There is no particular change in the station buildings; they were found cleanly kept, but generally too poorly furnished. An improvement in this respect is desirable and would undoubtedly be appreciated by those who use the road.

At Hillsdale, N. J., the company have a small shop for general repairs. The engines are well maintained and, during the past winter, most of the passenger cars have been repainted and upholstered. Air brakes and Miller couplers are now on all passenger equipment and fire extinguishers and tools are placed in each car.

Certainly the road has not deteriorated in maintenance in New York since the last inspection, and one or two years more will undoubtedly see the same excellent condition that now exists in the State of New Jersey.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

The last inspection of the New York Central-Hudson River system of railroads was made in 1884, at which time a careful examination was made of all openings, together with the general maintenance of road and depots, of each division. The present inspection was made in like manner, commencing with the

Harlem Division.

This division includes the Grand Central depot in New York; the depressed road and tunnel through Fourth avenue in that city, and extends to Chatham, N. Y., a distance of 127 miles, and also includes the branch road from Golden's Bridge to a point near Lake Mahopac, a distance of seven miles.

The addition to the Grand Central depot, the construction of which was commenced about the time of the inspection in 1884, has been fully completed. This improvement consists of the erection along the easterly side of the original building of a train-house, and of commodious lobbies and waiting-rooms on Forty-second street. It also provides a stairway and convenient entrance on a plane with the Forty-second street station of the Manhattan Elevated railroad, connecting with its Third Avenue line. The train-house has a number of tracks with intermediate wide stone platforms, and has baggage, mail, and express rooms along its easterly side. The whole is of beautiful design, substantially constructed, and aids greatly the prompt and convenient discharge of the immense passenger traffic of the road, as also that of the New York, New Haven and Hartford railroad. This improvement, and the completion of the laying of both main tracks from the Grand Central depot to the junction with the Hudson River division, a distance of about five miles with new eighty-pound per yard steel rail, and the replacing with partly worn steel rails all but four and one-half miles of the iron rail at the northerly end of the division and the rebuilding in iron of a number of truss and stringer bridges, constitute about all the betterments within the past two years.

The entire roadway was found in good order, neatly kept and the fencing well maintained. Renewals of fencing are being made by using five strands of barbed wire and a string piece of pine lumber fastened to the tops of posts. A considerable amount of re-ballasting has been accomplished since the previous examination, and the renewing of sleepers has been quite thoroughly done, bringing nearly all of them to a very good condition. Generally the line of ballast is neatly defined, the top angles of road-bed uniformly dressed, and the adjustment of the superstructure as a whole has been raised to a higher degree of workmanship. The truss bridging is all in very good condition. Of these eleven are Howe trusses, from 25 to 180 feet length of spans. They are all in good life of timber and have strong floor systems. Bridge 48, near Bronxville is a through Howe truss of 180 feet span. At the center of this truss is a strong timber bent, upon which the truss rests. Bridge 78 is a similar truss, but of less span, and is bented from the second panel

joint at each end. Bridge 115, north of Dover Plains is a deck Howe truss of 120 feet span. This bridge is too low in height of truss as constructed for its span, and beginning to fail; two strong timber piers were placed under it, each provided with ice breakers. Generally these trusses have reinforced truss rods. Including the two-span pivot swing bridge over the Harlem river there are twelve iron truss bridges and thirteen plate girders and I-beam structures. These are all in good condition, have good floors, and strong masonry abutments and piers. The short openings of one and two spans, having timber girders are generally in good condition, and have ample stringers. A few however are too old in life of timber, and in a number of cases the masonry is in poor condition. These are constructed mostly of local stone and laid dry, but the action of frost and the shock of train movement has shaken the walls so much as to make rebuilding necessary. It is also desirable to provide a better floor system on many of them. The only trestle on the division is at the northerly end of the Harlem river bridge. It consists of several twelve feet bays, each track having three stringers six by fourteen inches section under each rail. A number of these stringers are old and should be removed. Care should be taken to renew *all* the too old and partly decayed stringers. Generally the cattle-guards are well kept up. A number have railroad iron for stringers. At the northerly end of the road, a few were noticed constructed with plank sides and ends, forming the pit, and timber girders. Some of these have open floors. Near Tremont is an eight feet span waterway, with rail spiked to stringers on both tracks. As a whole the small openings are in good condition, but a number have old and partly decayed girders, the cross ties are in some cases too widely spaced, and occasionally in poor life. In a few instances the timber girders are scarcely sufficient in size for their lengths, allowing a reasonable factor for safety. The iron rail will probably be renewed another year.

Hudson River Division.

This division extends from a junction with the Troy Union railroad, in the city of Troy, to West Thirtieth street, and to St. John's Park in the city of New York. It also includes the Spuyten Duyvil and Port Morris branch connecting with the Harlem railroad and thence to the Grand Central depot. A joint lease with other lines, gives a trackage over the Union railroad to the Troy Union depot. There has been no change in the general outline of the division since the previous inspection, but its condition has been somewhat improved. In addition to those of last season, nine stringer openings from eight to fifteen feet wide, originally having trestle or crib abutments, have this year been provided with excellent masonry, leaving only a few of like kind to be made permanent structures. Fifteen miles of road-bed has been rebalasted this season, and the eighty pounds steel rail extended on both tracks to a point thirteen and one-half miles north of the junction with the Harlem railroad. North of Poughkeepsie where great difficulty has been experienced to hold a road-bed in the filling of two pieces of trestle bridging, further progress has been made. It is a work that can only be done gradually from the nature of the deep soft mud underneath and its movement toward the channel of the river when loaded. These difficulties now appear to have been overcome, and a heavy sea wall resting on a pile foundation has been commenced along the side next to the river. It will probably take a year or two more to complete the work, as only a little at a time can safely be attempted.

The defective ties on bridge floors noted in the previous report have been renewed. There are yet a few abutments of minor openings that should be rebuilt, and a number of stringer bridges without properly constructed flooring. Of these there are five openings from fifteen to thirty feet wide, spanned with iron U-shaped girders, the channel being filled with timber to which the rails are fastened. These open floors would prove serious defects in case of derailment. Insufficiency of head-room probably prompted the design, but the use of strong cross-sleepers and guard timbers by slightly raising the rails would be preferable, even if the plane of tracks must necessarily be a trifle undulating. A number of riveted lattice trusses have been reinforced, and a few others are yet to be strengthened. The work of riprapping the side of the embankments north of Poughkeepsie, exposed to the action of the waves from the river, has somewhat progressed, but the results appear unsatisfactory, as the waves in severe wind storms, and moving ice, carry even large blocks of rock into the river. It would be much better to lay these large blocks into a smooth-faced sea wall as has been done south of Poughkeepsie. Such construction having proved to be able to withstand the waves and ice and the additional expense in the laying of the wall is not excessive. Unless so done, the work of filling out the cutaway banks and replacing the riprap will probably continue. Less distance of excessively narrow banks on the river side was seen this year than when last inspected, but there were some very narrow points that would prove a serious matter if a train were derailed on the river side of road-bed.

The ties throughout the entire division excepting a portion of those in the tracks south of Spuyten Duyvil, used principally for freight traffic, are in excellent condition and but few of those excepted are seriously defective. The adjustment of the line and surface of superstructure for the greater part is of the best, and the roadway and fences were found in a neat, orderly condition, and well maintained. The passenger depot at Hudson has been completely renovated and repaired, and is now one of the best station houses on the division. All of the depots were examined and with one or two exceptions found neatly

kept. The large brick depot and dining-room at Poughkeepsie has been recently painted, the walls and ceilings of waiting-rooms and restaurant neatly frescoed, and the yard and street adjoining are in good order. Considerable reballasting has been done on the Port Morris connection, and the heavy eighty pounds steel rail has been nicely adjusted to the sharp ten degree curves, and strongly railbraced. This piece of road is in excellent condition.

Eastern Division.

This division extends from Albany to DeWitt, and includes the branch from Schenectady to Green Island, and a trackage over the leased lines of the Delaware and Hudson Canal company and over the Troy Union railroad to the Union depot in that city. A great improvement has been made in the general maintenance of both freight tracks on this division since the last inspection. The excellent ballast from the Yost gravel-bed has been plentifully used in reballasting. The sleepers have been largely renewed, and the adjustment of these tracks brought to a much higher degree of perfection. The passenger tracks have also been further ballasted, and the whole of the superstructure shows a better maintenance. The truss bridges and single span openings were inspected, and with the exception of the masonry in the short stringer open culverts and cattle-guards constructed of small stone, some of which are laid dry, were found in good order. It is suggested that these small structures, some of them of several spans, where the action of frost and jar of trains have fractured the abutments and piers, be relaid with a better quality of masonry, or, if deemed necessary, where there is very little drainage, that iron pipe be substituted. The flooring of the openings has been further improved, and a strong standard of construction adopted, but there remains a number of stringer spans upon which it would be advisable to have a better floor system. Where the tracks have been raised in reballasting, it was noticed that in raising the stringers to conform to the increased height of approaches, the blocking between wall plates or girder seats, and the raised stringers had been done in a temporary manner. It would be much better if that work was more thoroughly done. Nearly all openings of ten or more feet spans have iron girders, and a few of those less in width have railroad bars of steel or iron for stringers. Occasionally a wooden girder was noticed as a little old in life of timber and a very few wall plates are in like condition. A few loose rivets were observed in some of the iron trusses which have probably been reset, as that work was about to be commenced. The bridge over the Erie canal at Schenectady is to have a new standard floor this season. New mile and signal posts have been recently set along the entire division. They are neatly painted and lettered, and have their bases enclosed with a neat pavement of cobble stone and whitewashed, the better to attract the attention of the train men. The road-bed is well drained and its angles and surface dressed to uniform lines and surface, and the roadway was found exceptionally neat and orderly. Great care is apparent in the keeping up of strong fences throughout the entire division.

At Schenectady there has been erected on the south side of the passenger tracks a large brick passenger station of excellent design, and the site of the old depot located between the passenger and freight tracks is now a long covered platform. There is also a covered platform along and extending each way from the new station building. A covered foot-bridge spans all the tracks of the Central-Hudson and those of the Delaware and Hudson Canal Company's leased line. A stairway from this foot-bridge leads to the platform between the passenger and freight tracks enabling passengers to pass from side to side without crossing at grade of rails. The new building has one large waiting-room, with all necessary lobbies, and baggage rooms, and well fitted water closets. The station yard is enclosed, and the spare ground neatly laid out in lawns and flower plots.

A change has been made in the passenger station at Utica. Where the large dining-room at the easterly end of the buildings was, is now the general waiting-room. It is neatly furnished and has all conveniences attached. The room formerly used as a women's waiting-room is now used as a lobby for the use of the public who await or part from passengers, and for the sale of tickets. The room formerly occupied for a men's waiting-room is now used for baggage, and the separate building on the west as a dining and lunch-room. A good covered platform runs the entire length of the whole, and more. These changes add to the convenience and facility of the station.

No other changes of moment have been made in station buildings. Each was examined and generally found well kept, and many of them have improved surroundings, such as lawns, flower plots and graveled walks. A few of the depots have been painted this season. Many additional highway and street grade crossings have been provided with gates, and a further interlocking of distant signals with switches out of main tracks has been done.

On the Schenectady branch, a great change for the better has recently been made. The sleepers have been thoroughly renewed, and nearly the entire road-bed reballasted with gravel from the Yost bed. Much of the broken masonry has been relaid, and the wooden stringers in small openings replaced with iron rails and a good flooring provided. The iron bridge over the Erie canal near Cohoes has been refloored. There are now but one or two pieces of masonry requiring to be rebuilt. The readjustment of surface and line of track is exceedingly well done and the roadway was found exceptionally neat. The station buildings are as before reported, except the depot and dwelling at Crescent have been entirely renovated. The stations and their surroundings were found generally well kept and in good order.

As a whole the Schenectady and Troy branch is now as well conditioned as any piece of single tracked road seen this season.

Western Division.

This division embraces all the lines of the Central-Hudson, west of DeWitt, in which there are about five hundred and eight miles of railroad, all of which was inspected, excepting the Charlotte and Lewiston branches, the road between Geneva and Lyons, and the freight tracks between De Witt and Oswego Junction, aggregating a distance of about thirty-one miles. The remainder of the division was carefully examined in detail, as to the condition of passenger depots, bridges and minor openings in road-bed, and other matters pertaining to maintenance of way. The main line extends from De Witt to Buffalo, via Lyons, and has two passenger and two freight tracks adjoining, except where the freight tracks between DeWitt and Oswego Junction, a distance of eight miles, pass to the northerly side of Syracuse, and between East Buffalo and the Exchange Street depot in that city, a further distance of about five miles. Of these four tracks, numbering from the south side, Nos. 1 and 2, are passenger, and Nos. 3 and 4 are freight tracks. The same designation is made with the four tracks traversing the entire main line of the Eastern Division. All of the truss bridges are of iron. They were generally found in good condition and nearly all of them well painted, but the ties on some of the bridge floors are rather too much worn, and, while not so much as to be a serious defect it would be better if they were renewed. Loose rivets were noticed in some of the lattice trusses, but these were being replaced by a force of bridge repairers at work on the division. Nearly all the other openings of every description have iron girders excepting the cattle-guards, and a majority of these have rolled iron beams or railroad bars for stringers. The flooring of some of these girder spans is not as well maintained as desirable, and the too old, or too much worn ties and fenders should be renewed until all are in perfect condition. There is very little poor masonry on the entire main line; the substructures of the large bridges are very strong, and the same may be said of the girder spans. A few too old wall plates have been overlooked. The channel forming the lower chord of some of the lattice trusses, in which water is liable to remain, should have drain holes. In the newer bridges, the bottom plates of lower chords are omitted, which is much the best construction. The roadway is very neatly kept and strong fences maintained throughout, and the road-bed of the four tracks evenly surfaced to a standard for drainage recently adopted, and the outside lines of ballast uniformly defined. The ditches in cuttings are well opened, and where sliding slopes occur, good foot walls are being laid and slopes sodded. The mile section and signal posts are all neatly painted, and have a pavement at their bases neatly whitewashed. The fences at all grade highway crossings are neatly painted white, and connect closely with the cattle-guards. The cattle-guards are not continuous across the entire road-bed, but are only under each of the four tracks, often leaving a space between that could readily be passed by farm stock.

If it would meet the requirements of law regarding cattle guards at highways, in many instances it would be an improvement to fill up these openings where not required for drainage, and substitute a grating of timber slats across the road-bed. Considerable additional gravel has been placed under the superstructure since the last inspection, and with the exception of a portion of the easterly end all the tracks are very well ballasted. The sleepers as a whole are in strong life, and the adjustment of line and surface of the superstructure is very workmanlike. In fact there are miles and miles of all four tracks on both divisions that seem to be nearly faultless in this respect, and would require a dynagraphic inspection to reveal them, especially the passenger tracks. A marked improvement was found in the passenger stations. A number of them have been thoroughly renovated, and with few exceptions they were found well and neatly kept. At Lyons, where there is a large passenger business and a transfer with the Lehigh Valley railroad, there is not such a building as the situation appears to require. At Fairport a connection is made with the West Shore division and the depot of that road is used. A new passenger depot built of brick and of excellent design has been recently erected at Clyde. Walrath and Penfield have new frame depots. The Jordan, Weedsport, Newark, Palmyra, Brighton, Churchville, Crittenden, Bergen, Looneyville and Grimesville depots were found in exceptionally good order and most of them have neat lawns. At Batavia the station and grounds are very attractive. The passenger rooms are neatly kept and the yard is laid out in flower plots and lawns in which are graveled walks and a fountain. The large depots at Rochester and Buffalo, with train houses attached, were found in excellent order. The depot and dining-room at Syracuse is in fair condition. There is an immense passenger traffic at these large cities, and it is a difficult matter to keep the passenger stations at all times looking neat and orderly and can only be done by constant vigilance and frequent renovation.

Rochester to Suspension Bridge.

A single track road, excepting between Brockport and Ames Street junction, with main line at Rochester, a distance of about fifteen miles, having a second track, five miles of which has been added since the previous inspection. It connects at Suspension Bridge with the trunk line railroads of Canada, and is of itself a part of a through line having a

large traffic. The last of the wooden trusses on this division, the one at Lockport, has been replaced with a strong iron bridge. There are now four through and twelve deck-riveted latticed truss bridges, and sixteen plate and I-beam girders, all of which were found in good condition and mostly have strong floors. There is one U-girder and only two or three stringer openings that are without a good floor system. All of the minor openings and cattle-guards were examined and found in strong life of timber and the masonry with one or two exceptions in good order. The roadway was found neatly kept and the fencing well maintained. The general condition of the sleepers has been much improved, they are now in strong life, and the adjustment of track-surface and line very correct. Considerable ballasting has been done within the past two years, but there remains quite a length of road-bed on which a coating of fresh gravel would be of service in track maintenance.

The ditches of the road-bed are well developed, which aids much in retaining a well-surfaced superstructure. There has been some renewing and renovating of passenger stations, a work inaugurated that will probably continue until all the depots are put in the best order, of which some of them are much in need, and it is hoped that a few are usually kept more cleanly than was noticed when the inspection was made. Generally they were found very orderly, and a number of them exceptionally clean and neat inside and in their surroundings.

At Suspension Bridge there is being erected a large brick passenger station suitable for the local and transfer traffic with the railroads through Canada. The depots at Lockport, Medina and Albion have been completely renovated and are now in the best of maintenance, and the Brockport passenger station is receiving a like overhauling.

All overhead obstructions are now provided with warnings. The mile and signal posts are neatly painted and the paving at their bases and the cross fences at highways are neatly whitewashed.

Auburn Branch,

Between Syracuse and Brighton Junction via Auburn, was found in like thoroughness of maintenance as upon previous inspections. It is a single track road of much older construction than the main line between the same points and is laid with steel rail with angle plate and fish-bar fastenings and Cooke safety switches. A careful inspection was made of the bridges, small openings, depots and the superstructure. There is but one wooden truss, which is located near Shortsville. It is a covered deck Howe truss of two eighty feet spans, and is eighteen years old. The timber is in excellent condition and the bridge shows no signs of weakness. The ability of the truss rods to sustain present stresses can be determined by the strain sheet furnished to the Commissioners. The rods have not been reinforced. Near Paddleford is a trestle over a highway and at Geneva is a pile bridge of four spans; both of these bridges are in good condition. Crossing the outlet of Cayuga lake are two separate pile bridges, each about one hundred feet in length. They are generally in poor life of timber and have in part been renewed and strengthened by additional bents and stringers. The foregoing is all of the timber work on this branch, excepting track stringers at short openings. These timber girders were each examined, and with few exceptions found in good condition; but the ties on a number of waterways and cattle-guards were found too much worn or decayed. There are four spans of through and eight spans of deck riveted lattice trusses and twenty openings having iron plate girders. A number of short openings and cattle-guards have railroad bars for stringers. The iron bridging was found in good order, generally well painted, and the masonry substructure with one or two exceptions found in good condition. All of the roadway is kept exceedingly neat and some portions of the road appear like a well kept lawn. The fences are all well maintained and cross fences at highways are neatly painted and whitewashed. A general uniformity of road-bed and the neat outline of ballasting add much to the appearance of the road. All the sleepers except in some of the floors of openings and cattle-guards appear to be in strong life, and the adjustment of track is very workmanlike. The depots were generally found in good order and neatly kept. Many of them have lawns and flower beds occupying spare ground usually devoted to old debris and litter. The improvement all along the Central-Hudson roads in this respect, within the last few years, is very marked.

The station building at Victor is quite old, and several others are nearly in the same condition. A great improvement, however, has been made since the last inspection. At Shortsville there is a new frame depot, well designed and furnished. Phelps has a new large frame depot with walls and ceilings finished in hard wood and well furnished. The brick depot at Geneva, just completed, has been entirely remodeled and is now a fine passenger station. Waterloo has an entirely new two waiting-room brick station finished in hard wood and neatly furnished; and the brick passenger station at Marcellus has been renovated in a thorough and complete manner. With the exception of the poorly maintained cattle-guards, and one or two short span waterways, the Auburn branch is in the best maintenance.

Buffalo to Suspension Bridge and Lewiston.

Buffalo to Lewiston, a distance of twenty-nine miles. Between the Exchange Street depot, Buffalo, and South Tonawanda, and between LaSalle and Suspension Bridge, is a double-tracked road, leaving about seven miles of single track south of the latter place,

which is eleven miles of additional second track since the previous inspection. Crossing the canal and creek at South Tonawanda are single track riveted lattice bridges, across which the double tracks are interlaced, and distant signals or blocks are provided to control approaching trains. The first bridge north of Exchange street is a pin-connected through iron truss of 236 feet span, crossing the Erie canal; it is strongly floored and well painted. The next bridge is a through three truss lattice of sixty feet span in like condition. Along the Niagara river is a pile bridge, recently overhauled and now in good order and strongly built. Then follows another two truss double track pin-connected bridge 230 feet span, well painted and having a strong floor. Near Ferry Street depot are two spans of plate girder deck, a riveted lattice, a two truss deck riveted lattice of two spans, and a through lattice of 100 feet span; the last of these is a new structure. All these bridges were examined and found in good order and well painted. Near LaSalle is a forty feet span through low Howe truss crossing Surveyor's creek. It has reinforced rods at panel points and new floor timbers; the trusses are housed and appear in good life. Near Niagara Falls and crossing the Hydraulic canal, where was a crib work is now a good through iron lattice bridge, and north of the same place, crossing the same canal, are two spans of low truss through riveted lattice in good condition, except that there are a number of ties which are too old, and it would be better if they were renewed. At Suspension Bridge a remodeling of main tracks and sidings is being done the better to accommodate the large and increasing traffic from Canada, which at this point crosses the suspension and cantilever bridges spanning Niagara river. All of the ties, road-bed and way and track maintenance and fencing, were found in excellent condition. The road-bed between Erie street and Black Rock was well ballasted during the past season, and considerable like work was done during the previous year, besides the double tracking of the eleven additional miles. All of the depots were examined and some of them were found in the best of order and having neat surroundings, while others showed neglect.

East Buffalo to North Buffalo.

A double track connecting line about eight miles in length used in part for the passage of freight trains from the International Bridge at Black Rock to a connection with the main line. It also forms a part of the belt line around the northerly part of Buffalo. At the time of the last inspection this line was being relaid and ballasted, a work that has been completed, and this piece of road is now in the best condition. Near Genesee Street depot is a deck riveted lattice with newly laid abutments, all in good order, and the other openings of less spans were found well maintained. The belt line passenger stations were found in good order and neatly kept. Main Street depot is an exceptionally neat station.

Tonawanda to Batavia and Canandaigua.

Between Tonawanda and Batavia there is little traffic, one mixed train each way per day constituting the train service. There was found a marked improvement however in its general maintenance since the previous inspection. All the old chair-iron has been replaced with steel, partly worn, from the main line, fastened with angle plates, and some portions with Smith chair fastenings. The westerly end is laid with iron fish-plate rails considerably worn. The sleepers are in strong condition and the adjustment of track very good. All the pile and trestle bridges have been or were being rebuilt, and each with a strong floor system. Crossing Tonawanda creek are four 100 feet spans of through Howe trusses covered and a forty feet low truss of like kind having the trusses housed. With the exception of some old floor beams in the short span, the whole is in good order. Near East Clarence is a deck riveted lattice, and crossing Normander's creek are two spans of through lattice. At East Pembroke is a thirty feet half through lattice truss. There are also one or two plate girder bridges. All of these were found in good order and have strong floors. The road-bed and way are neatly kept and the fences fairly maintained. The depots are generally small, but undoubtedly sufficient for their purpose and were found in good condition.

Between Batavia and Canandaigua there is a much larger local business and some through traffic. The track is all steel rail with angle plate fastenings but stub switches are still in use. The road-bed is well ballasted and drained, the roadway very neatly kept, and the fencing generally in good order, including that at grade crossings connecting with cattle-guards. These cross fences are also kept whitewashed as an additional guide for engineers. The adjustment of line and surface of the superstructure is workmanlike and the whole constitutes a well-maintained single track road. There is considerable truss bridging of timber, a few iron lattice trusses and plate girders, and a number of pile bridges and timber stringer openings.

Generally the cattle-guards and a few very short spans have railroad bars for girders. The pile bridges and single span openings with one exception were found in excellent condition, and the defective opening was at once remedied. At Le Roy are two eighty feet spans of deck, at Honeoye Falls two ninety feet spans, and at East Bloomfield a 100 feet span of through McCollum truss bridges, each span having a timber arch in each truss. They are all well enclosed and in good life of timber excepting the bridge at East Bloomfield which

has a rather old appearance, and will probably soon require to be renewed. Crossing Genesee river is a 170 feet span through Howe truss, apparently in good life of timber, but the roof of the structure needs repairing. Mile and signal posts on this branch are also neatly painted and paved and all highway grade crossings and overhead obstructions have proper warnings and caution signs. Each of the passenger stations was examined, and found in variable condition. Stafford, West Dryden and Bloomfield were found in very poor order. Caledonia has a well kept depot, but a larger and more convenient station appears necessary. Honeoye Falls depot was quite ordinary. LeRoy and Millers Corners have good convenient depots, and were found in very neat condition. As a whole the road from Tonawanda to Canandaigua has greatly improved within the last two years.

Batavia to Attica.

A single track road in equally good condition as the other branches of the Western Division. The work of rebuilding the many floodways along the bottom lands through which this road passes has been fully completed, and the one and two span openings found defective when last inspected have been rebuilt with good masonry abutments and piers, and have new stringers, some of which are railroad bars. New floors have been provided at each of these openings. There is a through low two span riveted lattice over Tonawanda creek at Batavia in good order, and a low through Howe truss of two spans over the same stream near Alexandria, the masonry of which has been in part relaid. The trusses are housed, but the lower chords show too much decay where the floor beams have been recently moved from their original bearings. How extensive this defect was could not be discovered without removing all the siding of the trusses, but sufficient was seen to warrant the suggestion of new lower chords to these spans. The rail is now partly steel, and the whole superstructure, including ballast, ties, and adjustment of track, was found in very good condition. Quite an amount of ballasting has recently been done. The passenger station at Alexandria has been renovated and is now in good order. The depot at Attica is well kept, but awkwardly located.

Tonawanda to Lockport Junction.

This branch line also shows improved maintenance since the previous inspection, and is now in good order. The same neatness of roadway exists as on other portions of the Western Division. The fences are well kept up and the sleepers have been raised to a stronger condition. The small openings and cattle guards have been renewed, and steel rail partly worn from the main line, is now laid the entire distance of about twelve miles. Crossing Sawyer's creek are two short spans of lattice deck having inside iron rails for guards, as have all the larger openings. There are three two-span plate girder structures, and these with a few minor openings comprise all the bridging. Nearly all the road-bed has been rebalasted, and the surface and line of track was found quite workmanlike. At Hills is a two waiting-room depot in poor unkempt condition, at least it was so when inspected. Lockport Junction with the Falls road was found in good order, well furnished and cleanly.

In general the entire Central-Hudson system of roads operated in New York, as compared with the condition at the inspection in 1884, shows a marked advance all along the line. The standard adopted and which is rapidly being attained, is such that must place the property where it rightfully belongs on an even plane with the best roads in the United States.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD.

The last inspection of nearly all of this road was made in 1884, and reported on page 283 of the first volume of the Railroad Commissioners' report for that year.

The present inspection embraces all of the lines in New York operated by the New York, Lake Erie and Western Railroad Company, excepting the Buffalo and South Western division, which was inspected and reported in 1885. The Tioga railroad from State line junction to Pennsylvania State line, and the New York, Pennsylvania and Ohio railroad from Salamanca to the State line of Pennsylvania are included in the present report. The Buffalo and Suspension Bridge Division was also inspected and reported in 1885, but is included this year.

Eastern Division — Main Line.

The main line of the Eastern Division extends from the State line of New Jersey to Port Jervis, and its inspection revealed no material change in its condition from that found in 1884. Some improvement, however, has been made. Arrangements have been perfected and the work partly accomplished in New Jersey for the entire renewing of sleepers, the rebalasting of road-bed with broken stone and the relaying of rail as it becomes necessary with seventy-four pounds steel rail. Commencing at the seventy-eighth mile post, about eight miles of double track has already been thus relaid and rebalasted, and it forms a very perfect piece of railroad superstructure. In the renewal of sleepers in the

State of New York this present year it is stated that 1,800,000 pine and oak ties will be used. Three hundred thousand of these will be placed on the Eastern Division. These new sleepers are being distributed and placed in the track as rapidly as possible. Near Smithfield's depot a stone crusher capable of preparing 250 cubic yards of ballast daily, and with all the necessary plant for such work, is busily engaged. A depth of twelve inches is placed under each track and the space between them is filled even with the under side of rails. As now progressing the work of renewal of superstructure and ballasting with broken stone will be completed to the State line near Port Jervis by the late fall of this year. Between Sloatsburgh and Tuxedo are two miles of broken granite ballast. Other than where now ballasted with stone, gravel and cinders are used. These however are nearly worn out, and the ties are more or less old and deeply cut into with the base of rail, which defect will, as before stated, soon be remedied. All of the openings have a good floor system, and generally were found in good condition; a few have too old ties, notably two twenty-five feet spans plate girder deck over Ramapo river, and near Howell's a timber girder opening of sixteen feet span. There is one opening only near Hampton of eight feet that has the rail spiked to the stringers. Pit cattle-guards are very little used on the main line, slats being substituted. The double tracks are widely spaced, being thirteen feet between centers, and the road-bed is amply wide at all points. Many stub-switches are yet in the superstructure, but they are gradually being changed for the point switch rail and the Ramapo switch stand. The adjustment of surface and line of track is very workmanlike, even where worn ballast and ties exist. The fencing and roadway was found in much the same condition as when last inspected. The depots also remain as before, excepting an additional station at Tuxedo or Lorillard's Park, where a very fine Queen Anne two waiting-room passenger depot has recently been erected. It is very nicely furnished and a beautiful structure.

New Jersey State Line to Nyack.

There are six miles of this branch in New York. At the time of inspection the majority of the improvements had been made in New Jersey. Ties for renewals, however, were distributed along the road-bed, and the readjustment of track was in progress. The superstructure is well maintained, and the few openings are in strong life of timber and have strong floors. The stations are very neat, all in good condition and well furnished, and the yards embellished with lawns and flower plots, the same as when reported in 1884.

Sparkill to Suffern,

Including the Piermont dock, which was the original terminus of the Erie railway. This branch is about seventeen miles in length and is in about the same condition as when before reported. Between Nanuet Junction and Spring Valley, a distance of two miles, a joint trackage with the New Jersey and New York railroad is operated, and over which quite a number of trains are daily run. An improvement has been made in the flooring of trestle bridges, and a portion of the overworn rail replaced with other in better condition. The sleepers, rails and adjustment of track are quite ordinary, in fact at points they appear a little too much neglected, although the traffic is generally very light. All the openings were found in good life of timber and sufficient in size of members. The condition and keeping of the few passenger stations is quite ordinary.

Newburgh Junction to Newburgh.

This branch is single track to New Windsor, a distance of fifteen miles, all steel rail with angle plate fastenings. Between New Windsor and Newburgh, a distance of three miles, is double tracked. All of the sleepers were found in good life, the road-bed generally well ballasted, and surface and line of track very workmanlike. The fences are well kept up, and the roadway and ditches in good condition. Near Central Valley is a thirty feet span wooden truss, in place of which a low through riveted lattice bridge is being erected, and at Newburgh Junction where was, when last inspected, a like wooden structure, an iron lattice has been substituted, which removes all of the timber trusses on this branch. There are several heavy pin-connected bridges, all of which are in good condition and have standard floors. The embankments along the outside of a few curves are quite narrow, sloping from ends of ties, and it is suggested that they be widened. The passenger rooms at Central Valley and Highland Mills are very contracted and poorly furnished. Mountainvale and Cornwall are more roomy, in excellent order and well furnished.

Vail's Gate Junction to Greycourt,

A branch thirteen miles in length, laid with steel rails, angle plate fastenings and alternate suspended joints. The sleepers are in good condition, and the track well adjusted. Near Salisbury is a one hundred and twenty feet span through Howe truss, which requires some new ties and floor beams, and the truss rods also want adjusting. Near Craigville is a trestle bridge in good condition, and having a strong floor. Bridge No. 4 is a pin-con-

nected truss with riveted lower chords upon which the floor beams rest. Bridge No. 6 is also a pin-connected structure with I-beams in lower chords and timber floor beams and stringers. This bridge is to have floor beams at panel points and I-beam track stringers under rails. Bridges 6 and 7 are pin-connected through trusses in good order, and bridge No. 9 is a plate girder. All these structures have strong floors. The maintenance of this branch line is good, except that the passenger stations could be improved in their keeping.

Goshen to Montgomery.

A single track branch line ten miles in length, five miles of which, between Montgomery and Campbell Hall, is operated jointly with the Walkill Valley railroad. It is well maintained. Between Campbell Hall and Goshen considerable improvement has been made. The old chair iron has been replaced with partly worn steel rail from the main line. The condition of the sleepers and adjustment of track are much better than when last inspected.

Goshen to Pine Island.

This branch road is about twelve miles in length. It is a single track road laid mostly with chair iron much worn, and with a few short stretches of steel or steel capped rail. The superstructure is very poorly maintained, both in sleepers and adjustment. Very little work appears to have been done on it thus far this season. Nearly all short openings have railroad bars for girders, and nearly all have open floors, some of which are quite near stub switches. There are two A-truss wooden bridges about forty feet in length, resting entirely upon bents, and two spans of twenty feet having timber girders, which are in fair condition. At Pine Island is a brick passenger and freight station combined. Florida has a two waiting-room brick depot, and Orange farm another like it, constructed of wood. Each of the depots was found in fair condition.

Crawford Junction to Pine Bush.

The length of this branch is ten miles. Crawford Junction is six miles west of Middletown, and branches out of the New York, Ontario and Western railway, over which the Erie company has a trackage. The road is in much the same condition as when reported in 1884. The sleepers have been raised to a better condition, but the track is uneven and winding and presents an unworkmanlike appearance. The masonry at the few openings is of a dry rubble character of work, some of the wall plates are too much decayed, but the timber girders appear to be sufficient. A few of the opening have good floors. The depots at Circleville and Pine Bush require renovation and better sittings. At Thomson Ridge there is a very neat and tidy little depot.

Delaware Division — Main Line.

From Port Jervis, New York, to Susquehanna, Pennsylvania. At Port Jervis the Delaware river is crossed into Pennsylvania and again crossed east of Narrowsburgh, and again a few miles east of Susquehanna, the road recrosses the State line into Pennsylvania. About eighty-five miles of the division is in the State of New York. All double track, steel rail and angle-bar fastenings. The third rail has been removed. There are no timber truss bridges on this division, and very few timber girder openings. For short spans rolled iron beams and plate girders are used. With one or two exceptions each opening has a strong floor system, and at important structures the flooring extends each way on to the adjoining road-bed with large fender posts at their ends. The masonry is all of a substantial character of work, and none was observed as failing or insufficient. A large renewal of sleepers is being accomplished this year, and broken stone ballast is being placed under and between the tracks. About twenty-seven miles of the northerly, and a portion of the southerly track has already been thus ballasted. The adjustment of line and surface of track is of the best, and the road-bed is thoroughly drained. A number of highway caution signs are down, they having become so much decayed as to render their removal necessary. New signs are soon to take their places. All of the depots were examined and found in the same excellent condition as before reported. Each of them has neat lawns and flower plots, and good order and cleanliness prevail. The division throughout is in commendable order.

Susquehanna Division — Main Line.

There are about 129 miles of double track on this division, which extends in this State from the Pennsylvania State line near Susquehanna to Hornellsville. At the time of inspection a large amount of work was being done to the superstructure, and the renewing of bridges in iron has progressed so far as to leave but two timber trusses, one of which is to be rebuilt of iron this season. Between Binghamton and Elmira nearly all of both tracks have been rebalasted, and west of Elmira considerable like work has been done. From

Corning to Hornellsville, the want of fresh ballast is perceptible, care however is taken to preserve complete drainage of road-bed without which it would be difficult to preserve a well surfaced and lined superstructure. It is intended to continue the work of regravelling until the tracks of the whole division are bedded in a strata of fresh ballast at least twelve inches deep. There is a bed of very good material for this purpose near Owego, and near the Iron works at Elmira is a large bed of furnace slag, both of which are extensively used. In connection with the rebalasting the grade of road is being improved by raising depressions. During the present season twelve miles of double track has been relaid with seventy-four pounds steel rails, and a further relaying of rail is contemplated. Two hundred thousand large oak ties have been used in renewing the sleepers, which is equivalent to every fourth tie. As a whole the sleepers were much run down, not in life of timber, but worn out, *i. e.*, the rail cut deeply into them, especially the hemlock and chestnut sleepers, under the immense traffic passing over them. Where the tracks have been rebalasted, tied and railed, the work represents a high standard of railroad superstructure. Three timber truss bridges over Owego creek, and flood bridges adjoining have been renewed with two truss pin connected iron structures. Near Big Flats, a new lattice girder of sixty feet span has been erected.

At the east end of yard at Hornellsville, where was a Howe truss of doubtful strength when last inspected, is now a new iron structure. Five plate girders of twenty feet spans have been substituted in place of timber work, all of which has been done within the year. There are about fifty openings, including cattle-guards, on the division from five to fifteen feet spans, which have the rails spiked to track stringers, a number of which are quite near stub switches. It is intended to fill up all of the cattle-guards and substitute slats as a protection against trespass of farm stock, using cast-iron pipe where necessary to preserve drainage. At many of the open culverts the stringers could readily be lowered and a floor system provided without raising the superstructure, but if necessary to raise the tracks a little, it would be far better to dispose of all the open floors as recommended by the Commissioners. All of the passenger stations were examined and mostly found in excellent order. Binghamton, Union, Oswego, Waverly, Elmira, Hornellsville and one or two other stations have good brick depot buildings, which have mostly been repainted and renovated this season, and the yards and surroundings are neat, and embellished with neat flower plots and lawns, and one or two have fountains. At Canisteo, a place of about 2,000 inhabitants, situated about one mile from the railroad, the passenger accommodations do not appear to be as desirable as the situation calls for. In general the Western Division, in common with the others, shows much improvement since last inspected, and is in excellent condition.

Tioga Division.

The Elmira State Line railroad is also a part of the Tioga Division. It extends from a junction with the Elmira and Williamsport railroad at a point three miles east of Elmira to the Pennsylvania State line, a distance of six and one-half miles. Its condition was found much the same as when last inspected, except that many of the timber structures are becoming too old. There are sixteen openings in the road-bed as follows: Bridge No. 1 is a Howe truss in fair condition. It is a through bridge of about 100 feet span. Bridge No. 9 is a pile trestle of ten bays, the timber is quite old and is to be renewed at once. Bridge No. 11 is a 100 feet span through Howe truss on bents, and a pile flood bridge adjoining. The truss is to be removed and a new pile bridge constructed across the entire opening. Bridge No. 12 is a pile trestle of six spans. The structure shows too much age. It is to be rebuilt at once. Bridges No. 14 and 15 are each five bays of pile bridging, very old, and being rebuilt. Bridge No. 17 is a like structure of seven spans, in the same condition and is to be rebuilt. The other openings are single spans, some of which are new, others are to be rebuilt. Only one opening has masonry abutments, the rest are pile, trestle or timber docking. The rail is iron, a portion of which is steel capped, and the whole is considerably worn. The sleepers are in rather poor order. The road-bed is very well drained, the fences fairly kept up and the adjustment of track ordinary. At the time of inspection the piling was being renewed and superstructure improved, a work that appeared to be necessary.

Rochester Division.

From Rochester to a junction with the main line at Painted Post, ninety-three miles; the Attica and Avon branch thirty-five miles; and the Avon and Deansville branch, thirty miles; all single track road.

Rochester to Painted Post.

This part of the Erie system has been greatly improved in the past two years, probably as much so as any other portion of the road in this State. During the past year forty-nine miles of steel rail has been laid completing the removal of nearly all the old iron rail. Stub switches are yet in use. Fifty miles of road-bed has been thoroughly rebalasted, and a large number of sleepers renewed, which brings the whole to a good condition. The adjustment of the track has been improved, and the whole was found in excellent condition. There are twenty-two through Howe trusses from thirty to one hundred and fifty feet spans, four of the longer being two span bridges. Six of the poorest of these struc-

tures are under contract to be renewed in iron this year, leaving but two trusses at all doubtful in life of timber, one of which is now on bents. A number of these bridges have pile abutments; generally they have a good floor system. There are four plate or rolled beam girders, four riveted lattice, and five pin-connected spans of iron bridging, including the long structure over Genesee river at Rochester. Of pile or trestle bridges there are five, of about that number of spans each. Of single span waterways, etc., there are about thirty, only two or three of which require more or less renewing, and with perhaps two exceptions each of these minor openings has a good floor. Generally the cattle guards have been filled and slats substituted. The fencing is in very good order, and the roadway reasonably clean, the time of the section force being mostly occupied with the renewal of the superstructure, together with a large additional force added for that purpose. All of the passenger stations were inspected. At Rochester the company has recently acquired another location for its terminus nearer the center of the city, upon which a large brick station was in course of erection at the time of inspection. Further betterments were being made at Rochester, including a large brick freight house and offices. The passenger buildings at Henrietta, Livonia, Bloods, Cohocton and Bath have recently been painted and renovated. All of the stations were found well kept, and the surroundings neat and orderly. Nearly all of the yards have beautiful flower plots, presenting a very neat appearance. There is a constantly increasing traffic over this branch line, and the improvement in its condition was desirable and is commendable.

Attica to Avon.

Laid with steel capped and iron rail, with fish-bar connections and stub switches. Between Attica and Batavia the rail is much worn. East of Batavia it is in better condition. The sleepers are mostly in fair life of timber. The road-bed is greatly in want of fresh ballast, the drainage is fair, and the superstructure in very good adjustment. Crossing Tonawanda creek, near Alexandria, are two spans of low Howe truss in fair condition excepting that a few of the floor beams should be renewed, and a better floor provided. Near same structure are two bays of pile bridge, quite old, which would be better if renewed, and a similar bridge adjoins in a like condition. Along the flat lands of Tonawanda creek are a number of pile single and double spans. Generally these are in good order. Near Stafford is an opening of two sixteen feet spans girder rod trusses. The pier in this bridge is poor and broken. Near Caledonia are two openings of ten and sixteen feet spans with masonry in like condition; the latter is also a truss rod girder. Both of these truss girder bridges have rods doing very little service. Near Avon is an under farm crossing with broken masonry abutments. Mostly all of the small structures have dry masonry abutments which appear unable to withstand the stress placed upon them, and are gradually failing. Bents are placed inside of a number upon which the stringers rest. The depot at Alexandria is in poor order; the other stations are in much better condition. Attica, LeRoy and Caledonia were found very neatly kept, the buildings in good condition, and yards embellished with beautiful flower plots. There is one pin-connected iron truss over Genesee river and at the crossings under the Central-Hudson and the Genesee Valley canal roads are low through riveted lattice bridges. Crossing Tonawanda creek at Batavia are two spans of Howe truss. As a whole the branch is reasonably well maintained.

Avon to Dansville.

This branch is in about the same condition as when reported in 1884, except the pile bridges on the southerly end of the road, which have mostly been rebuilt. These aggregate about 1,500 feet in length and from one to eighteen bays each. They have large sized members and standard floors. Two or three of these bridges have not been renewed, but the material is at hand for that purpose. Crossing the Canaseraga creek are two new spans of through Howe trusses with good floors. Near this bridge where formerly was a stringer opening with masonry abutments, are now eight spans of pile bridging, crossing a race-way very diagonally. A number of the stringers are quite old, and a rebuilding of the bridge appears necessary. Near Dansville is a short span low through Howe truss, in very good order.

The superstructure is in about the same condition as when last reported. It is laid with iron rail, more or less worn, and repaired with short pieces; the surface and line is very ordinary, and has little if any ballast. The road-bed is of ample width, grades and curves light, and otherwise adapted for a well maintained road. The fencing is in reasonably good order, and the roadway fairly kept. At Genesee there is a good passenger station, well furnished, neat, in good condition, and has neat flower plots. The station at Mount Morris is not as well maintained. At Dansville there is a two waiting-room depot, in fair condition.

Buffalo Division — Main Line.

From Hornellsville to Buffalo, a distance of ninety-one miles, all double track, with steel rails, angle plate connections, and with few exceptions point switches out of main tracks. It was found in excellent condition. The road was very clean of old track material, and the grass, weeds and underbrush removed the entire width of roadway. The fencing was

found in somewhat better repair, and that at grade highway crossings well kept up and whitened. The line of ballast is neatly defined, angles of road-bed uniform, and drainage of same well developed, and the line and surface of superstructure in very workman-like adjustment. In common with other portions of the Erie system, a large renewal of sleepers and reballasting of road-bed was in progress. Each of the bridges and minor openings was inspected, and with the exception of two or three stringer openings which appeared too old in life of timber, were found in good condition and with but one exception all have a strong floor system. In maintaining cattle-guard, those with pits are discontinued and slats substituted. Hemlock sleepers have formerly been used, which have proven unable to uphold the heavy traffic of the road, and oak ties are taking their places as fast as renewals are made. One hundred and twenty-two thousand eight hundred sleepers have been used this year; two miles of seventy-four-pound steel rail laid, and forty-four miles of road-bed reballasted. The ballast being nearly worn out requires, and is to be, entirely renewed. Each of the passenger stations was inspected and found in good order. Many of them have been repainted; one or two have been lowered to a plane a little above the rails, and without exception, each was found neatly kept and its surroundings made attractive with flower plots and lawns, occupying ground too frequently used as a storing place for old track and equipment debris. To beautify these station yards nearly ten thousand flowering plants were used, and the cost of their production was almost nominal. The large brick terminal depot at Buffalo has been renovated and repainted, and the train shed and yard adjoining were found exceptionally neat and orderly. The station building at Portage, extensively used during the summer season, has been much improved.

East Buffalo to Suspension Bridge.

This branch, or in reality, continuation of the main line, was inspected in 1885. The present inspection was made with the view to ascertain if the improvements, some of which were necessary, had been made as was then proposed. It is gratifying to report that the condition of this portion of the road is now nearly equal in every respect to that of the main road. The old Howe truss bridges reported in 1884 and 1885 have been renewed in iron as follows: Crossing Tonawanda creek are two through pin-connected bridges of seventy-two and one hundred and twenty-seven feet spans. At Surveyor's creek, near La Salle, is another like structure of one hundred and five feet span, in place of a Howe truss, and at Gill creek, near Niagara Falls, is a forty-feet span, plate-girder deck, in place of a too old timber truss. There is but one wooden bridge remaining, and that is located near Walden avenue, Buffalo. It is but two years old, and is in excellent condition. The long pile bridge approaching the iron trusses over the Central-Hudson, and West Shore railroads, is in strong life; the southerly end has been partly filled. There are two or three other pile or trestle bridges; these have been renewed and all openings have strong floors. The renewing of ties and reballasting of road-bed is about completed, and the superstructure is now in thorough maintenance. At Tonawanda the platform of depot has been lowered to a level with the track, and the building newly painted. La Salle depot has been improved in the same manner. At Niagara Falls the passenger buildings, platform and steps to street in rear, have been thoroughly repaired, and the building painted. The old shanty used as a passenger station at Suspension Bridge is now abandoned, and a very nice frame passenger station with covered platforms erected on the west side of tracks, and near the center of the village. All of the stations are clean and attractive inside, and the yards set off with flower plots and lawns. The branch from Tonawanda to Lockport was not inspected this year, but it was stated that all of the open-floor bridges had been provided with a good floor system, which was the only objectionable feature noticed last year.

Each of the stations on the Western Division have signals which are kept at danger, thus holding all trains until cleared by the station agent, which is not done until the last train passing has cleared the road and passed the adjoining station, unless otherwise despatched. In general the present inspection found the Buffalo Division, both in maintenance and good keeping, a credit to its officers.

Western Division.

Hornellsville to Dunkirk, one hundred and twenty-eight miles, and the Bradford branch from Carrollton to the Pennsylvania State line, eight miles, all single track and with the exception of four miles of iron is laid with steel rail with angle bar fastenings. As a whole the rail on entire division is in good order. Stub switches are used excepting about twenty of the Wharton pattern. The road-bed is of ample width, and outside line of ballast uniformly defined. The ditches are well opened, and weeds, grass, and underbrush cleanly cut from entire roadway. The fences are but little improved since the inspection of 1884. There are fifteen through Howe truss bridges from sixty to one hundred and twenty-five feet length of spans, of which those that rest upon bents or are of doubtful life of timber and are immediately to be replaced with iron structures, and one other is now being renewed in timber. There is one pin-connected Pratt truss, one hundred feet span, which has been recently erected, and three Warren girders of about fifty feet spans. Four of the longer spans of Howe trusses have been renewed within the year. Near Friendship is a thirty feet span arch culvert ten feet in width between the parapets which project

over the ends of the culvert, or more properly the sides of the viaduct, which the structure really is. The projecting parapets are broken and falling, and are temporarily held in place with timber struts. The arch is to be removed and a plate girder used to span the opening. There are thirteen rolled beams and plate girders, which with the foregoing constitute the iron bridging. There are four timber Queen or straining beam trusses of twenty feet span, and about twenty pile and trestle bridges from one to seven bays each. Some of the Queen trusses are in good condition, others are quite old, and one was advised to be bent at center. The pile and trestle bridges are in good condition, but mostly have open floors. There are between twenty and thirty single span openings, mostly with dry masonry abutments, and a few only have a good floor system. These are exclusive of cattle guards, fifty-four of which have been filled up this season and slats substituted. A few of the abutments at single span openings require to be relaid. It is suggested that all bridges having the rail spiked to the stringers, be provided with a competent floor, which in most cases could be readily done without disturbing the plane of superstructure; especially is this suggested where the openings are located near stub switches. The general condition of the sleepers is much stronger than when last inspected. During the season of 1886 nearly one hundred and sixteen thousand ties have been renewed, which is equal to every third tie on the division. Six miles of partly worn steel from the main line has been relaid, and eleven miles of track rebalasted, which is now the most urgent want of the superstructure. The work of rebalasting has been begun, and another season a goodly part of the division will probably have a well graveled road-bed. All of the passenger stations were inspected. They have been in part renovated and painted, and not one was found untidy or otherwise objectionable, excepting that two or three of the smaller stations need repairing. Wellsville, Cuba and Olean station buildings have been painted, and at Smith's Mills, a new freight and passenger building combined has been erected. The terminals at Hornellsville and Dunkirk are as before reported, and Salamanca is the same unsatisfactory and contracted passenger depot reported in 1884.

Carrollton to Pennsylvania State Line.

The eight miles of road in this State leading south from Carrollton were found in the same good order as when last inspected. There are three separate pile bridges of three bays each, destitute of flooring, otherwise they are in good order, also ten separate pile trestles aggregating 2000 feet in length, all of which are new, and strongly built, and have a well constructed floor system. The long pin-connected through iron truss, crossing the Allegheny river, is in good order. The sleepers are in good life, and the line and surface of track excellent.

With the exception of the open floor bridges, no objection can be made to the maintenance of the Western Division. A large majority of the traffic is between Salamanca and Hornellsville, which portion of road seems to require as good maintenance as the main line, and probably it will, now that the work is begun, be raised to that standard. It is not now so very far below in general maintenance.

New York, Pennsylvania and Ohio Division.

The easterly end of this road forms a part of the Buffalo and South Western Division. The property is well maintained and shows generally the same excellent condition as when reported in 1884. Originally a wide gauge track was operated, and for the present standard gauge the road-bed is amply wide. Care is taken to keep the road-bed well drained and its outlines of ballasting are neatly defined. Near Randolph the company are improving the grade of road by raising a depression and lowering a summit about nine feet each, which will materially aid in the operating of the road. Considerable ballasting has been done this season, using furnace slag extensively for that purpose. The sleepers are generally in excellent condition, the rail but little worn, and the adjustment of line and surface of track superior. West of Jamestown are two 200 feet spans of through Howe trusses, over the Chautauqua lake outlet. The bridge is nineteen years old, has always been well covered, and upon boring the stringers this spring they were found in strong life. The structure has a good floor. East of Jamestown is a sixty-two feet span deck Howe truss of the same age but not as well preserved, and is to be renewed in 1887. Over Cherry run where was a too old Howe truss when previously inspected, is now a sixty-five feet span plate girder, and near this structure are two plate girder spans of twenty-five feet, where were timber girder rod trusses. Bridge No. 4, near Steamburg where was a Howe truss of doubtful strength is now a riveted lattice truss of 125 feet. There are, other than the foregoing, twelve plate girder through bridges from twenty-five to sixty-three feet spans, and six or more spans having rolled iron beam stringers, a number of which are new work since the last inspection. All openings have a strong floor system, and the iron work was being painted. All the cattle-guards are now of slat construction. Point switches are exclusively used out of main track, and all crossing signs were found in place. There are no too low overhead obstructions. Each of the depots was hastily examined, but that at Jamestown has been repeatedly visited since the previous inspection, and but little improvement was noticed. It has two large waiting-rooms, which appear insufficient for the immense summer travel. A new outlet for the lake business however has been arranged

at Lake View, and possibly Jamestown is sufficiently accommodated, but the station house could be cleaned up and renovated. Arkville, Watts Flats, Grant, Kennedy, and Steam-burgh have frame passenger buildings, somewhat small, and in one or two instances out of repair. Randolph has a brick depot with two waiting-rooms, not as cleanly or bright as desirable. For the condition and suitability of the depot at Salamanca, reference is respectfully made to the previous report.

In general, the inspection made this year, which covers nearly the entire Erie system of roads in New York, reveals a much better road, both accomplished and in progress, than it did in 1884, and should the improvements contemplated and begun all be accomplished, the property will take an even place with the best in railroad maintenance.

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD.

In the State of New York, the main line of the New York, New Haven and Hartford railroad extends from its junction with the New York and Harlem railroad near Woodlawn to the center of Byram river, a distance of about fourteen miles. The company also lease and operate the Harlem River and Port Chester railroad, which extends from the Harlem river to a junction with the main line near New Rochelle, a distance of about twelve miles.

Under an arrangement with the New York and Harlem railroad company, a portion of the Grand Central depot in New York city and the tracks of the same company to their junction with the New York, New Haven and Hartford railroad near Woodlawn, a distance of about eleven miles, are used, making a total of thirty-seven miles of road owned, leased, or jointly operated by this company.

Main Line.

From Woodlawn junction to Connecticut State line, all double track. Between New Rochelle junction and Stamford, Connecticut, two additional tracks are now under construction, the grading of which is well advanced.

Commencing at Woodlawn junction, the main line was first examined. At this juncture, a system of interlocking of switches and distant signals are operated from a tower. The road-bed is wide, the ditches are well opened, and roadway is in a neat, orderly condition. All brush and trees are removed the full width of the right of way; the fences, including those at highway crossings, are well maintained, and the line of ballast neatly defined. The fencing is of stone or of post and barbed wire; mostly the former is used.

Cinders and gravel are used for ballast. It is to be reinforced with a course of broken stone eighteen inches in depth, as now used on the eastern end of the road. The sleepers are of oak and chestnut timber, large in section and spaced about two feet between centers. They were all examined, and very few were noticed in other than good sound life. New ties are distributed along the road-bed to replace the few requiring renewal, in connection with the usual spring work of repairing the surface of track. The line and surface of the superstructure was found unusually good for the early season in which the inspection was made.

The rail is steel, of sixty-five pounds section, laid opposite joints, and secured at ends with fish-plate fastenings, which were being exchanged for angle plates. All curves less than one-half mile radius are braced outside of both rails. Split switches are used in all instances out of main tracks, where the points can be arranged to trail in the direction of traffic; otherwise, stub switches are used.

A novel but effective safety device to prevent a switch being left open is applied at all switch stands in main line of tracks. It consists of a round switchman's house built over the stand, and the door is painted white on outside and red inside. The house may be entered, but before the switch can be opened the door must be turned on its pivot with the red side out, making the signal stopping approaching trains. Where distant signals are used, they must also be set at danger or caution before the points can be moved. When the switch is open, the door is locked with red side out, and the switchman cannot be released from the house until the main line is properly closed.

All sidings, other than passing tracks, have throw-off switches, to prevent cars encroaching of themselves upon the main track.

There are a number of very low over-head bridges, but they are each provided with warnings for train men.

All highway grade crossings have caution signs, and the most important have gates in addition. Electric bells are provided at many of the minor roadways. At junctions and at the principal stations, signals consisting of disks operated by electricity, forming blocks, and working automatically, are provided, and electric bells announce approaching trains. Every precaution appears to be taken to prevent collisions or accidents while trains are moving through passenger yards. This is the more necessary by reason of the very frequent trains, many of which do not stop at way stations.

There are no truss bridges on the main line. Of the short openings, including cattle-guards, all have excellent masonry abutments. Spans between five and twelve feet have two yellow pine stringers, twelve inches square, under each rail. Cattle-guards have one large stringer, but are destitute of a proper floor system, the rail being spiked directly to the stringer, leaving a dangerous opening in case of derailment. One waterway of ten

feet span is of like dangerous construction. An under highway crossing of twenty-eight feet opening has eight stringers of yellow pine twelve by fourteen inches section, under each track.

Near Port Chester is a thirty-three feet span bridge with seven stringers under each track, of twelve by twenty-one inches section, and three continuous spans of thirty feet with like stringers. All of the openings were found in good condition, except the omission of ties on cattle guards and on one waterway, and the want of guard rails on some of the bridge floors.

Harlem River Branch.

All double track, steel rail, with fastenings, switches and general construction the same as the main line, and in equally good condition. Stub switches were found more in use than on the main line.

The bridging on this branch is extensive. There are about two miles of trestle and pile bridging, the latter largely predominating and crossing the bays along the north shore of Long Island sound. Crossing over highways are four low Howe trusses of about forty feet spans. The trusses are housed and rest on strong masonry abutments. The members are large in size and the timber is in good condition, but they are not provided with a flooring. Track stringers, twelve inches deep, rest on the floor beams, and the rails lie directly on the stringer. Cattle-guards and one waterway ten feet span, have open floors. There are a few under farm crossings of fifteen feet spans. These have good masonry abutments and a suitable floor system, except a few guard rails are wanting. Near Rochelle Junction is a plate-girder deck over a highway.

The only trestle bridge is near Pelham Manor, and consists of sixty bents about thirty feet high resting on eight good piles under each sill. The posts, braces, sills and caps, are of yellow pine timber, twelve inches square which, with large sized track stringers, are all in good order. The spans are eleven feet between bents. The ties are in good condition, closely spaced, but guard rails are omitted. Crossing Pelham bay is a pile bridge about three-quarters of a mile in length, in which is a pivot double opening two truss, double track iron draw bridge. The bays of the pile bridge are twelve feet between centers of caps. Each bent consists of eight good sized piles capped with twelve inches square timber, and are strongly vertically sway braced. Stringers are double, eight by sixteen inches section, and ties are of good size and spaced one foot in clear. The ties do not extend entirely across the structure, but an open space is left between the tracks. Guard rails are spiked to ties outside of each track. The caps are drift bolted to the piles. The iron draw bridge is a new structure erected this spring. The chords are riveted and diagonals pin-connected. The pivot pier and receiving abutments are of first class masonry, carried down to a foundation below the surface of the bottom of the bay. The pile bridge is about three years old, and is in very good condition.

Between Bay Chester and Westchester is another pile bridge of like construction, about 1,000 feet in length. Crossing Buck river is a pile bridge 1,950 feet in length. The channel of river is spanned with a wooden jack knife draw. South of Casanova are two pile bridges, one of 1,900 and one of 1,200 feet in length.

All these timber structures are in good condition, and have been constructed within four years. The draws are provided with distant signals and watchmen.

In the center of the east bound track of this branch is laid a telegraph wire enclosed in a wooden box, and placed about four inches above the ties. A telegraph instrument is placed in the baggage cars to send, and a telephone to receive messages. The device is said to work satisfactorily, and messages are sent and received from or to any point while cars are moving rapidly.

At Mount Vernon the company have a new brick passenger station, of fine design, and well furnished with sittings of latest perforated pattern. There is one very large waiting-room, and the arrangements of the toilet-rooms are excellent.

Pelhamville, Harrison, Westchester, West Farms and Casanova are flag stations, but each is provided with good waiting-rooms for passengers.

At New Rochelle there is a fine new depot, erected about a year ago, commodious and convenient.

Mamaroneck has an old depot somewhat out of repair. The building is to be moved to make room for the two additional tracks.

At Rye the company have a large brick, two waiting-room depot, with covered platforms at each end of the building. This structure is in excellent condition, well furnished, and has all conveniences necessary for the large passenger business done at that station.

Port Chester has a good wooden passenger building. There are two waiting-rooms and all modern improvements. At each end of the building are covered platforms. Pelham Manor has a wooden station with two large well-furnished waiting-rooms and long roomy platforms, all in good order.

Bartow has a small, neatly kept passenger station. Bay Chester and Van Nest have depots similar to that at Bartow, but they were not in a good condition nor were they found as neatly kept as desirable.

At Hunt's Point the station building is constructed over the main tracks, as at New Rochelle. The stairs down to the platforms are quite steep and unprovided with hand rails. This depot was also found untidy.

At Harlem river, the New York terminus of this branch, there is a long wooden passenger station, in good order. At this point are located the tracks upon which are received cars to be transported on floats to or received from Jersey City and other points, making a water interchange transfer of both passengers and freight without change of cars or unloading.

The Second Avenue Elevated railroad has recently been extended across the Harlem river, and an incline has been constructed connecting the elevated road with the tracks of the New York, New Haven and Hartford company.

The passenger cars of the New York and New Haven road are of the best construction and design. They have higher bodies than generally built, and the upholstering and inside finish are modern and elegant. All of the latest improvements and devices for safety and implements to be used in case of accident, are provided for each car.

Generally the physical condition is such as to insure the safe conduct and operation of the immense business of the road.

NEW YORK, RUTLAND AND MONTREAL RAILROAD.

April 12, 1886.

Since the inspection of last spring there appears but little change for the better in the physical condition of this road. Recently its ownership has passed into the hands of other parties, who have taken possession of the road and are now operating it. Ties are being scattered along the road-bed for renewal, and two engines have been added to the equipment. It was stated by the president of the company that as soon as possible they would put the road in good condition.

Your inspector, however, can only report the condition of the road as he found it, which can as well be given by adding this report to that of last year, and emphasize the necessity of at once bringing the road at least to a condition of safety.

The bridges at Chatham, North Adams and Stephentown remain as before. They are on trestles, some of which are old at sills, as the frequent blocking to keep track in surface indicates. The old through Howe truss at Stephentown should be removed to avoid its falling down, perhaps while a train is crossing. The ties and rail, excepting that portion of track more recently laid with fish-plate iron, are in a very unsafe condition. Nearly one-half of the sleepers are scarcely able to hold spikes by reason of decay, and the chair iron is bent down at ends or between ties, and the general surface of superstructure is winding in surface and line. A number of thousands of new ties are said to have been purchased, and some of these have been scattered along the road and a portion of them placed under the rail, but the general condition of the road where chair iron exists is such that a running speed exceeding twelve or fifteen miles per hour at the most, should not be practiced until the ground settles, and the superstructure is reinforced with new ties and resurfaced.

There is very little ballast on the road, and the ditches require opening, which it is said the company intend at once to do, and also to fill the long trestle near Brainerd, all of which are absolutely necessary to be done at an early day. The small Howe truss bridges have been repaired to some extent and one or two short spans renewed. They are now in reasonably good order. It was stated by the president of the company that contracts for iron bridges at Chatham, North Adams and Stephentown had been let to the Phoenix Bridge Co., but masonry is required at the last two structures before iron work can be erected.

October 18, 1886.

Early the present season, an inspection was made of this road, and its condition reported to the Commissioners. Later in the year another examination revealed the following:

The owners and managers of the property have accomplished much of the improvement contemplated when they acquired the road last spring.

In this State, twelve miles of sixty pounds steel rail with angle bar fastenings has been laid, the ties renewed, track ballasted and surfaced and lined. Such of the old rail removed and suitable, has been used on other portions of the line in place of the poorest chair iron. Sixty thousand ties had been used in renewals up to the time of this inspection, and the work is to be continued until all are in strong life if possible, before snow and frost shall discontinue the work. The rebalasting of superstructure was also in progress. Point switches and rail crossing plates, of the standard adopted, are delivered in sufficient amount for nearly the whole road. The long and high trestle bridge near Brainerd has been nearly filled, and culvert underneath has been extended at each end. One or two arch culverts have been repaired. The bridges have received considerable repair and a number of iron trusses are in place or delivered, as follows:

Over Chatham creek, in that village, taking the place of a deck Howe truss, or rather at time of removal mostly a trestle bridge, is now a two span Phoenix column Post pin-connected deck bridge, having a strong floor system. Near West Lebanon, the Adams bridge has new abutments and pier of marble. The bridge is to be raised two and one-half feet to give needed waterway. The iron work for this bridge is at hand and will soon be in place. The Stephentown bridge has newly erected abutments of marble, and askew reduced from thirty-two to forty-five degrees. An iron bridge is delivered at this point and will soon be erected. Another Howe truss resting on bents has newly built abutments, and an iron truss is to be erected. At the crossing of the Hoosick river near Petersburg Junction there

are two, nearly new, through Howe spans. The south abutment, formerly of piling, is now a masonry substructure. There are a number of short spans of Howe trussing all of which have recently been more or less repaired, with the view of an early renewal where necessary. Some of these rest upon pile abutments which are to be replaced with masonry. A number of short pile and trestle bridges, and single span openings, require more or less renewals. It was stated to your inspector that nearly sufficient sound timber from the Howe trusses and bents removed was available to provide for the repair of these openings and the work would at once be commenced. A letter from the general manager contains the following: "The bridge force is increased to double the number at time of inspection. Bridge at Petersburg Junction, No. 87, is now all new, and standard floor. New and selected ties, firmly spiked, are being placed at all chair-rail joints when such were not in good life." Considerable repairs have been made to the fencing, and a few too narrow banks have been widened. At Chatham a new frame depot of moderate but sufficient size has been erected at the crossing of Kinderhook street. Four passenger cars and four locomotives have been added to the equipment. They have been used on other lines, but are well adapted to this road. Comparing the present with the former reports, it will be seen that much has been done to improve the condition of the road. There is very much yet to be done in the way of renewals and ballasting of track and repair or rebuilding of bridges and openings, to place the entire line in equal condition with the average of local roads. Another year will probably see that full work accomplished.

BENNINGTON, VT., October 22, 1886.

Board of Railroad Commissioners:

GENTLEMEN — Referring to your inspection of this road on October 13, 1886, and noting the recommendations made by you at that date, I beg to submit the following statement:

1st. That our bridge force has since been increased by the employment of good men to double its former numbers.

2d. That bridge No. 87 across the waterway at Petersburg Junction, has been rebuilt with new track sticks, boxed ties, guard rails, etc.

3d. New selected ties of sufficient face and weight are now being distributed and put under the chair iron and securely spiked at such parts on this road where chair iron exists.

Very truly yours,

C. E. WHITE,
General Manager.

NEW YORK AND SEA BEACH RAILROAD.

This is the fourth annual inspection, and the property was found in better condition than at any other time. The improvement has been gradual, showing a desire on the part of the owners to meet the advancing ideas of railroad maintenance, as well as the suggestions of the Railroad Commissioners, and is parallel with the general tendency of nine-tenths of the railroad companies in our State.

The report of last year called attention to the insufficient floor of the bridge over the Manhattan Beach railway. This defect has been made good; a strong floor system, well and strongly guard-railed is now provided at this point. The new second track across the salt marsh has been completed. Both tracks over entire road are now in an excellent condition. During the winter season the road is not operated, and the work preparatory for the summer's operations is going forward. Some of the slopes of cuttings have slid into side ditches; these ditches are being reopened and the superstructure resurfaced where necessary. The terminals at Bay Ridge and Coney Island are in good order, except some little repairs to platforms which will receive attention. At Bay Ridge a small shop for light repairs of equipment has recently been built, and the cars and engines are in course of renovation and repair.

The draw and pile bridge at Coney Island creek and crossing of the salt marsh are now in excellent condition; most of the structure is new. The trestle at the south approach to the west draw has been repaired, but it is to be regretted that the stringers were notched into the caps, as the cutting away of the wooden girders was unnecessary. Some of the stringers, which are one piece of timber, abut against each other on the cap. It would be on the side of safety if the caps were lowered and a strong corbel placed between these and the stringers, and firmly bolted together. If this was done, it would obviate the recurrence of a stringer nearly working off its bearing on the cap. A drive bolt now secures these stringers, but a corbel is preferable.

The road-bed, ballasting, ties and general condition of superstructure are improved, and the roadway and station grounds are neat and orderly.

NEW YORK, WOODHAVEN AND ROCKAWAY RAILROAD.

From Rockaway Beach to Glendale junction with the Long Island railroad. Length of road ten and one-half miles; double track, laid with iron rail, except about one mile of steel laid in part last season. The road for nearly one-half its length consists of pile and trestle bridging, one of which, crossing Jamaica bay, is about four and one-half miles in

length and has in it two pivot double opening and one single opening draw-bridges of iron. The draw-bridges were found in good order and details of their construction were being prepared for the Railroad Commission. At the over crossing of the Long Island railroad at Atlantic avenue and at a highway under crossing are iron trusses resting upon good masonry abutments. These bridges are in good order.

Each span of the bridge over Jamaica bay and of the trestle bridge at Ozone park were carefully examined, and all the timber found in good sound life. A few ties and stringers were sap rotten and new ones will be substituted. One hundred and fifty piles are to be driven this summer to reinforce bents that appear to be failing, or where the ice of the past winter has damaged them.

At time of inspection the road was not opened for the regular summer business but was in operation to a limited extent the same as usual during the fall, winter and spring months.

The superstructure is in good order. Thirty tons of steel was laid in 1885 and about 2,700 sleepers renewed. A further renewal of ties and surfacing of track was found progressing and a general making ready for summer business.

The large covered train-shed and roomy depot at Rockaway Beach and the depot at Ozone park, are in good order.

The long train sheds at Rockaway Beach are used in the winter for storing the passenger cars of the road, of which there are fifty-six. These cars are of very strong construction, of good design, and have all modern improvements. They were being overhauled, trucks repaired, and made ready for the season's pleasure travel.

Generally there appears to be little if any change in the physical condition of the road and it is now in about the same good order as noticed last season. Care appears to be taken to keep the road in safe operating order and the renewals are sufficient thus far for that end.

PORT JERVIS AND MONTICELLO RAILROAD.

The last inspection of this road was made October 10, 1884, at which time a marked improvement in the physical condition of the property over that found in July, 1883, was clearly to be seen.

The present examination did not reveal a much better conditioned road than when last inspected. Some improvement, however, has been made, particularly on the north end of line, but that portion of the road embracing the mountain grade of 123 feet per mile has received too little attention. Wear and age have caused a depreciation in maintenance which could better have been permitted where the grade and curvature are less.

In addition to four and one-half miles of steel rail on the south end of road, laid in 1884, one and one-quarter miles has been laid in its continuation; a short stretch near Port Clinton, one-fourth mile near Oakland and one-fourth mile between Gillman's and Barnum's, making a total of six and one-half miles of steel rail now laid. About 10,000 sleepers were renewed in 1885 and a further retieing is in progress this season which will probably bring the sleepers to a fair condition. Particular attention in this respect should be given to the ties along the mountain grade, where they should never be allowed to depreciate as far as many were found this inspection.

The iron rail, especially along the heavy grade, is much battered and worn and should be relaid or thoroughly repaired and all bolts in rail fastenings put in place; one bolt in each rail is insufficient, especially on such a grade and curvature.

The frost of the past open winter has disturbed the slopes of cuttings more than usual, and the drainage of road-bed has become obstructed, requiring considerable labor to reopen the side ditches. Damage was also done by the failure and washing away of a culvert and embankment about midway of the heavy grade. The culvert has been repaired and roadway restored.

The line and surface of the steel laid superstructure and of the iron rail at the north end of road was found in fair workmanlike order, but the track along the mountain grade, owing in part to the sleepers and in part to the want of ballast and condition of rail, was in quite ordinary condition.

This portion of the road should be thoroughly repaired by reinforcing the ties, iron and ballasting, and resurfacing and relining.

Very little has been done to the fencing, much of which is gone, if ever erected, and the roadway is more or less littered with old track debris.

A number of highway crossings are still without caution signs and no targets have as yet been placed upon the switch stands, the rails of which are of the stub pattern.

All of the openings in road-bed were each carefully examined and with few exceptions found in good condition. There are four plate girder deck bridges from sixteen to thirty feet in length, and one truss bridge over the Delaware and Hudson canal; these are all in good condition, well floored and have strong masonry substructures.

There are no pile or trestle structures; all openings have masonry abutments, which were generally found in good order, and the wooden stringer and truss rod girders in sound condition; some of them have suitable floor systems. An opening called Johnson's Cattle Pass or under farm crossing, located near Port Jervis, was found neglected. It is nineteen feet span and has two twelve by twelve inch sectional stringers with a truss rod between under each track rail. The needle-beam forming the truss saddle was found decayed and truss rods unstrained. Directions were given by the receiver of the property,

to at once make good this defect. Another like opening, found defective, was also ordered to be repaired. A number of timber girder bridges have lately been renewed and have a standard flooring.

The small way station buildings are in fair order, and that at Monticello is in like condition. At Port Jervis the station accommodations of the Erie railway are used.

Generally the road shows some improvement over the last inspection. That portion of the line, however, which embraces the heavy grade or mountain section is in much poorer maintenance than the other portions of the road. Trains are run cautiously, and care taken to prevent accident, but a more secure and better surfaced superstructure is certainly very desirable.

SILVER LAKE RAILROAD.

The last inspection of this road was made in 1884, at which time it was in good order; somewhat better than it was found when inspected this season. The property has recently changed ownership, and the present management are making efforts to improve its condition. Nothing as seriously defective was noticed, but generally the superstructure has been allowed to depreciate in maintenance, principally in its adjustment, which is quite ordinary, and in places winding in surface and irregular in alignment. These defects were being remedied, and the masonry at a few of the small openings being rebuilt. The sleepers as a whole are in good condition. The only truss bridge is an iron Pratt truss of short span over a street at end of track at Perry; it is in good order. There are a few short openings, and such as were in need of renewal or repair were receiving attention. The road-bed requires a good layer of fresh ballast, its drainage at points improved, and some new rail appears necessary to replace that which is rather too much worn. The road is chiefly owned in the interests of an ice company, which article constitutes the larger part of its freight. There is considerable passenger traffic and in the summer season it is quite large. The station buildings are as before reported. At Perry they appear quite contracted for a village of about 4,000 inhabitants, sittings being provided for about twelve persons, and the waiting-room is very small. It is the terminus of the road, however, and may be sufficient. Along the lake are a number of stations—platforms only, for the accommodation of camp and picnic grounds and summer cottages, of which there are quite a number. At Gainesville, the depot of the New York, Lake Erie and Western railroad is used. Connection at this point is also made with the Buffalo, Rochester and Pittsburgh railroad. Both passenger depots are well kept and the passenger cars are very neat and bright. As before stated, the present management are endeavoring to improve the physical condition of the property, the traffic of the road is increasing, and probably another inspection will find a considerably better road.

SKANEATELES RAILROAD.

A standard gauge railroad five miles in length, between Skaneateles village and Skaneateles Junction with the New York Central and Hudson River railroad. The general character of the road remains the same as reported in 1884, but improvements in superstructure and bridges have been made. There are about two and one-quarter miles of steel rail, the greater part having been recently laid. A number of iron rails, with chair or fish bar connections, were noticed as having their heads partly broken off, necessitating further renewals. Generally the sleepers are in good condition, and at time of inspection renewals were being made. The line and surface of track are not as perfectly maintained as upon many roads of like character, but the train movement is slow and motive power light. There are no truss bridges, all the openings being spanned with stringer bridges, a few having masonry substructures; but generally they are piling and trestle work. Each of these was carefully examined, and mostly found in strong life of timber, ample in size of members, and many quite recently renewed. The rebuilding of bridges showing too much decay, or as otherwise defective, was in progress at the time of inspection. At Skaneateles is the only passenger depot building of the company. It is a neat, orderly depot, and comfortably furnished. The others are flag stations without buildings, unless there be a waiting-room furnished by private individuals. At the junction with the Central-Hudson road, the passenger station of that company is used. Generally the road occupies a portion of highways, at least such traveled roads are immediately adjoining and in a common enclosure. The passenger cars are of old style construction, but exceedingly clean, orderly and comfortable. As a whole, the condition of the road is such as to seem to meet the requirements of its imposed traffic.

* SYRACUSE, ONTARIO AND NEW YORK RAILWAY.

The last annual inspection of the Syracuse, Ontario and New York railway was made May 10, 1885, and a supplemental examination in October of same year, to both of which attention is called in connection with this report.

To give a comprehensive statement of this road's present condition it will be better to divide it into two sections: One between Syracuse and Cazenovia, a distance of twenty miles, the other between Cazenovia and Earlville, about twenty-four miles.

* See page 237 for second inspection of this road.

Syracuse to Cazenovia.

This part of the road is in by far the best condition. It is laid with steel rails, except about two miles of iron rails between the tunnel and Cazenovia and a short distance near Fayetteville, all of which is to be relaid with steel.

About 7,000 sleepers are proposed to be used for renewals on the entire line this season, nearly all of which could be utilized on this division of road alone, judging by the many decayed ties noticed.

The past open winter has been severe on the slopes of clay cuttings, and this road has not been exempt. The drainage of the road-bed of this division requires considerable attention, which is made more necessary by the scarcity of ballast under the superstructure.

The line and surface of track are in ordinary condition, but the joints are not as well up as desirable; these defects will probably be remedied as the season advances, but to perform the work satisfactorily a coating of good ballast is indispensable.

All of the pile-bent and trestle waterways, cattle-passes and other openings are in good order, except in two or three instances where new piles are to be driven. Arrangements for this work and a new pile-driving machine are already provided. The plate girders and iron-truss bridges have recently been painted, but a flooring of all the openings, such as advised by the Board of Railroad Commissioners, is, with a few exceptions, still necessary.

Of ballast, as heretofore reported, there is very little, if any, on the road-bed.

Some improvement and renewal of the fencing has been made, and it is now in medium condition. The entire right of way between fences has mostly been cleared of underbrush and old track material, and highway crossings are provided with warning signs, and low overhead obstructions have warnings for train men. The station buildings at Fayetteville, Manlius, Oran and Cazenovia were found in an orderly and clean condition, but some of these should be refurnished.

Cazenovia to Earlville.

This portion of the road has been suffered to depreciate in maintenance far below the condition of that between Cazenovia and Syracuse, while the volume of traffic remains about equal.

The rail is iron, very much worn, and short pieces of rail from three feet upwards have been cut in for repairs; these, however, have been secured at ends with at least one bolt in each rail, but very often no more. The heads of rails at joints are broken and battered down, many of them excessively. Rails were noticed frequently as broken down at other points than at ends, and pieces of the head of rails broken out, occasionally on the flange side. The sleepers are in a too low condition of maintenance, especially with such a rail. The renewals have been insufficient to keep pace with decay and wear. Often two and three in succession were noticed as being hardly able to hold the rail in position, and many ties are entirely decayed. The slides from slopes in cuttings, occasioned by the past winter's frost, have mostly been removed, but the drainage of road-bed in excavations is still necessary, which will be done later in the season. There is the same scarcity of ballast on this part of the road except through and adjoining a deep gravel cut at the summit.

The line and surface of the superstructure is irregular and uneven, and joints of rails bent down. It was stated that the track force had been mostly employed in removing slides from cuttings the present spring. As the season advances there will probably be an improvement in the work of track maintenance, but no amount of section work will keep the superstructure in good condition during the fall, winter and spring months without a thorough renewal of track material, and a complete drainage and ballasting of road-bed.

There is one iron truss-bridge deck, and several I-beam deck girders on this part of the line, and a large number of pile and trestle waterways, cattle-passes and under-farm crossings of from one to four bays each. These are mostly in good order, but the iron work should be repainted and nearly all require a proper floor system.

There are no wooden truss-bridges on entire road. The station buildings south of Cazenovia are very ordinary, often do not belong to the company. A new building is to be erected at Erieville this season, and it is certainly much needed. A number of highway crossings are destitute of warning signs. At the junction with the Elmira, Cortland and Northern railroad, a small but convenient depot has been built, an improvement that was very necessary and one the public will appreciate.

There are two passenger trains run over this road each way daily, and at a speed between stations of about twenty-five miles per hour. Between Syracuse and the south end of tunnel, or to Cazenovia when the superstructure is renewed, such an operating speed can be safely used, but south of Cazenovia a much lower rate of speed should certainly be adopted. This is suggested, notwithstanding that no derailment has occurred during the past year.

*TROY AND BOSTON RAILROAD.**Main line.*

This road was found in much better condition than at any other previous inspection. Commencing at the north end of the yard at Troy and extending to Melrose, a distance of eight miles, a bed of fresh gravel averaging twelve inches deep has been placed under the superstructure, and the line and surface of track correctly adjusted. The track through

the yard at Hoosick Falls has been rebalasted. With the exception of a few cuttings, the road-bed is very well drained and probably another season a further ballasting of track will be done. It is certainly much needed between Johnsonville and Petersburg Junction. The life of sleepers has been greatly improved, yet there is a considerable amount of much worn and partly decayed ties, many of which are deeply cut into by the base of rail. On the main line and North Bennington branch in the State of New York, about 23,000 ties have been renewed this year. The rail is in fair condition, but a number of bars were noticed as having the head at ends of rail broken, and held in place by the fish bolt. Angle bars are taking the places of fish plates as fast as renewals are made. Some joints were noticed without a full complement of bolts, which it is suggested be remedied. Generally the adjustment of line and surface of track is good, and some sections were in this respect very workmanlike. Each of the bridges was examined. Near Lansingburgh is a thirty-six feet span low through Howe truss, having unspliced chords, some of which are partly decayed at the extreme ends. The first set of braces have been secured with rods, the full length of truss which will probably admit of the bridge being used for a timelonger. Over a highway is a plate girder deck, having a good floor and the iron work lately painted. The next bridge is a short span riveted lattice, through, in like condition.

At Johnsonville there is a trestle of several spans over a highway. The trestle is old, and two or three new caps and a few new stringers are recommended. The next bridge is a thirty-two feet span girder rod truss, having three eight by eighteen inches sectional string pieces of white pine timber, and four girder rods in each truss. The timber is in strong life. South of Hoosac Junction are two spans of double intersected riveted lattice, well painted, and with new floor beams at south end of floor. It is a deck bridge, and has three trusses for a double track, only one of which is laid. Some of the floor timbers are split and new ones are recommended. The next structure is known as the Haines' bridge, and spans the Hoosick river. It is a deck Howe truss of one hundred and sixty feet span, covered, and with the timber in good life. A careful inspection revealed the lower chords to be defective, the ends of members have opened from five-eighths to three-quarters of an inch or more, and many have sheared or pulled out of the splicing blocks. There are four chord members, and a splice in each panel. Near the center of one truss and opposite a splice the through member adjoining has a decayed black knot penetrating at least one-third the depth of timber, and about one foot from this knot the fibre of the wood has parted the full width of member; the under side appeared to be sound, but the factor for safety at this section of the chord, must be almost entirely lost. The attention of the officers of company was called to the defective chord, and temporary means suggested to prevent entire failure of the bridge until permanent repairs, or much better, a pier could be built under center, and bridge made in two spans. Other methods could be adopted, all of which are beyond the province of your inspector. At the third panel point from south end is a strong timber bent resting upon rock foundation, and cap fastened to the lower chords. A similar bent was taken away by moving ice, and a repetition is not improbable. South of Hoosick Falls is a covered through Howe truss, of two one hundred and twenty feet spans, over same river. The south end of south span at the third panel point has a bent, and the first three panel points of both trusses have additional truss rods. The bridge is about twenty-four years old, and the timbers are not decayed. The floor timbers are spruce, more or less warped, and loose under the track stringers; a thorough overhauling of the floor is recommended. The next bridge is a through plate girder deck, over a highway; it has a standard floor and good masonry substructure. North of Petersburg Junction is a one hundred and thirty feet span, covered through Howe truss, about twenty years old. A few new floor beams at each end, and others in place of those badly warped, are recommended. At the Vermont line crossing Hoosac river is a through Howe truss about three years old. A rail joint at south end of truss was noticed as not sufficiently supported. Plank is used for cross ties, which is the case on most of the Howe truss bridges. A stronger floor system is recommended. The depots at Melrose, Schaghticoke, Valley Falls and Eagle Bridge have been repaired and painted. At Hoosac Junction the station building was recently burned, and a temporary structure is substituted.

North Bennington Branch.

From Hoosac Junction to the Vermont State line, a distance of five miles. Very little change in the condition of this branch was noticed, excepting in the bridging. There is a scarcity of ballast, the ties are in fair condition, and line and surface of track in ordinary adjustment. A number of the cuttings need more complete drainage. Weeds and underbrush have not been cut this year on this or on the main line. The fencing of all the road is in fair condition. Near the Junction is a plate girder through bridge in good order. At North Hoosick are two spans of Howe deck truss over the Walloomsac river, and a short span of low Howe through truss at south end. The main bridge is covered and in good life of timber, but there are signs of shearing in lower chords that should receive attention. The truss rods in two or three panel points at ends of trusses have been reinforced. A new deck has lately been put on the bridge. The next is a thirty feet span girder rod truss over a highway. It has three eight-by-eighteen sectional stringers and two girder rods in each truss, the whole in good order. North of Walloomsac is a 100 feet span covered Howe truss, given as thirty years old. The lower chords show signs of

weakness, and it is suggested that the bridge be rebuilt. The next bridge is a forty feet span low through Howe truss, two years old. It has track stringers and plank ties, widely spaced, as have all the Howe truss bridges. South of State line, where four spans of deck Howe trusses were recently burned, is now an iron structure. The old abutments and piers remain. There are two spans of plate girder deck at each end with an iron pier in center. Over the river are two spans of deck riveted lattice trusses. One of the pedestals under each iron pier has settled to some extent; the piers are to be restored to a proper level. A good standard floor covers the entire structure.

TROY AND BOSTON RAILROAD CO.,
SUPERINTENDENT'S OFFICE,
UNION DEPOT. }

TROY, N. Y., October 20, 1886.

Board of Railroad Commissioners:

In reply to yours of 12th, our bridge master is preparing to strengthen the Haines' bridge in the manner substantially that you recommend.

Yours truly,
J. CRANDELL,
Superintendent.

ULSTER AND DELAWARE RAILROAD.

On page 816 first volume of the Railroad Commissioners' Report for 1884, may be found a report of the last inspection of this line. Since that inspection the extension between Stamford and Hobart, four miles in length, has been completed and brought into use. The extension is well constructed, has easy grades and curves, the line following a valley in which lies a branch of the Delaware river. The superstructure is laid with steel rails and is well ballasted, lined and surfaced. A good passenger station, well furnished, and having covered platforms, has been erected at Hobart, also a freight-house, engine-house and turntable.

Between Rondout and Stamford considerable improvements have been made. At Rondout a brick engine-house with six stalls and a new turn-table have been built. Also a large frost-proof water tank and other betterments. These with the wood and machine shops and passenger station were found in good condition.

Much has been accomplished in widening narrow embankments noted in the report of 1884, but there are yet a few points on high embankments that should be filled out to give a firmer support and to better hold the alignment of superstructure.

The past winter has been one of severe exposure to slopes of earth cuttings, and slides have occurred where least expected and will greatly increase the work of draining road-bed, a work that should not be in the least omitted.

Last season the entire roadway was cleared of trees and underbrush, the old track debris removed or burned and the line of ballast neatly defined. Seventy miles of fencing is said to have been rebuilt in 1885, and the work of repair and rebuilding was in progress at time of inspection. Considerable stone wall was erected, of which a large amount of the fencing is composed. Barbed wire is also extensively used. As a whole the fencing is now in fair order.

Twenty-eight thousand sleepers were renewed last year, and considerable reballasting of superstructure was done. This last branch of track maintenance requires further attention, as much of the old ballast is nearly worn out and the track needs to be raised in many cuttings, or the old material removed and fresh ballast substituted. If the cost was not too burdensome a system of tile drainage in cuttings most susceptible to frosts, would be economy in track maintenance. A wet road-bed is a constant source of expense and anxiety.

There now remains six miles of iron rail in the entire superstructure, and some of this is over-worn. The company have on hand sufficient rail of like kind to make the necessary repairs, which is being done, and will bring the whole to a reasonably good condition. The steel rail is in good order, and mostly secured at joints with angle plates.

As a whole the sleepers are in strong life, and for the early season of the year in which the inspection was made, the line and surface of superstructure was in very good condition.

There are quite a large number of truss bridges on the road, and of trestles and minor openings about the average of other lines. All these openings were examined as closely as possible in the time that could be given to their inspection, and under the disadvantage of a severe rainfall, which continued during the entire day. Nothing was observed as delinquent in maintenance or anywise incompetent that was not further supported with proper temporary aid, and only in one or two instances was this the case. Near Shokan station are two short spans of Queen trusses over the Bushkill, which by reason of age are now supported with bents. These trusses will be rebuilt this year. An under farm crossing, consisting of four spans of trestle work near West Hurley, is also too old and will be replaced with abutments and wooden girders.

Several Howe trusses have been rebuilt within the past year. One of these is at Stratton Falls and noted in last report as on bents. Near Big Indian are two other new Howe trusses.

The work of providing a bridge floor for all openings as advised by the Railroad Commissioners, has received attention and the material is at hand to further that work, but it is recommended that all openings in road-bed be thus provided. Iron rails are often used as stringers for short openings, and they answer an excellent purpose, but these require a guard-rail or ribbon firmly bolted to the ties, otherwise a derailed wheel would move the ties together and thus defeat the object of a floor system.

Improvement has been made at a few stations along the line in the passenger buildings, but very much in same direction remains to be done. At Big Indian, substantially a new depot on an improved location has recently been erected. The building is of good design, has covered platforms at ends and a covered carriage-way. The interior is neatly finished and comfortably furnished and if other stations of really no less importance were made to conform as far as necessary to the same design, it would add much to the appearance of the property, and be far more convenient for the patrons of the road.

Nearly all the way stations are constructed with the passenger rooms level with the freight houses attached, and have steps leading from the tracks, which are awkward and inconvenient, beside being more or less obstructed with standing freight cars. It is probably intended to reconstruct these stations as the buildings are generally dilapidated. Additions have been made to the passenger equipment since the last inspection, and the Allen wheel is being substituted for those of cast iron. The motive power has also been increased.

Generally the maintenance of way, equipment and buildings are much improved.

WALKILL VALLEY RAILROAD.

This railroad was not inspected last season. The result of an examination made in 1884 is given on page 318 of the Railroad Commissioners' Report for that year.

The character and condition of the truss-bridges, truss-girders and trestles remain unchanged, except in age of timber and the renewal of a few trestles and the flooring of others. The iron trusses and girders are well painted. A careful inspection of each truss and trestle revealed no defects, unless it be the absence of a strong floor, competent to uphold a derailed wheel on some of the trestles which provide for under-farm crossings and waterways. Of these many have only plank ties and others have the guard rails omitted.

There are a number of under-farm crossings and cattle-passes which are allowed to go unrenewed as it is intended to fill them up, arrangements to that effect having been made with the land owners. East of New Hurley is an old Howe truss crossing a stream, in the bed of which an arch culvert has been built and the road-bed partly graded over it. The bridge is fast declining in strength but still supports the superstructure. Near Welden is a trestle work partly filled and the structure will not be renewed.

Neither of the above structures which it is intended to do away with are positively insufficient, yet it would be better to complete the work of filling them with as little delay as possible, and the material for filling could be advantageously obtained from side ditching and from slides from earth slopes, and thus improve the drainage of road-bed.

The masonry in the abutments of a number of small openings has become broken and is leaning inwardly. They are well shored with struts placed between them, but it would be much better if they were rebuilt.

Bridge No. 15, near Welden, is a two-span low Howe truss structure, one span of which is defective in condition and number of floor beams. New beams and more of them are at hand, and will probably soon be in place.

The roadway is very neat and orderly. Brush and weeds are cut out to boundaries, annually and old debris removed or burned. The fencing is in very ordinary condition. Repairs and extensive renewals are necessary for a firm barrier against farm stock.

The surface and line of superstructure is in medium condition, particularly that portion laid with iron rails of which there are six and one half miles. The iron rail should be at least in part renewed as much of it is exceedingly worn. Trains move over the old rail at a reduced speed. Twenty-seven miles of the road are laid with steel fastened at joints with angle plates three feet in length.

Since the last inspection considerable attention has been given to the cross-sleepers and their life raised to a much stronger condition. Eight thousand ties will be renewed this season. Stub switches are still in general use. All of the way stations were examined and a majority of them found poorly maintained, meagrely and crudely furnished and some of them very untidy. A few were noticed as reasonably clean. The terminals are owned by adjoining roads.

Rosendale is inconveniently arranged. It has one waiting room located in rear of freight department and is poorly furnished with bench sittings. The whole looks dingy and was uncleanly. For so large a place better accommodations appear to be necessary.

Springton is a flag station and is in poor order. At New Palitz there are two waiting rooms, poorly furnished, uncleanly, ceiling broken, and scarcely fit for their purpose. Forest Glen has one small waiting room, in neat condition.

Gardner has a one waiting-room depot in poor order and crudely furnished with benches. Walkill depot has one waiting room. The ceilings are broken, otherwise it is in commendable order. Welden has a two waiting room depot in fair order. Very little attention appears to be given the way stations which is a neglect that ought not to be. At least they could be furnished with comfortable sittings and strict cleanliness observed. The mainten-

ance of way, followed by good equipment, are admitted to be the first and imperative essential, and station buildings of secondary importance, but cleanliness of passenger stations and their surroundings are in most instances more a matter of carefulness than of expense.

WEST SHORE RAILROAD.

Formerly the New York, West Shore and Buffalo railway. It is now leased in perpetuity to and operated by the New York Central and Hudson River Railroad Company.

The last inspection of this property was made by Commissioners Kernan and Rogers in the latter part of October, 1884, and reported on page 294 of the first volume of the Commissioners' Report for that year.

The West Shore road in New York extends from the State line of New Jersey to a junction near East Buffalo with the Central-Hudson road, and thence over the tracks of the latter to the Exchange Street depot in the city of Buffalo. It also includes a branch from Coeymans Junction to a junction with the leased lines of the Delaware and Hudson Canal company immediately south of the city of Albany, and thence over the leased road to the Maiden Lane depot in that city. A branch from Athens Junction, east of Schenectady to Fuller's Station, is used as a freight transfer between the main line of the Central-Hudson and its West Shore division. There is another short branch from Cossackie Station to Athens, which is not in operation.

East of Syracuse the West Shore is double tracked, and west of that city there are about fifty-two miles of double track, a portion of which is not ballasted or in use. West of Akron, both tracks are in operation to East Buffalo. The main line is graded and the masonry constructed for a double track, allowing thirteen feet between their centers, and the bridging is of the most thorough and massive construction. There are nearly three miles of pile bridging along the Hudson river, exclusive of about one mile on the Albany branch near that city, and a short trestle fifty feet high near Selkirk on the same branch. Near Mohawk, in a basin of the Erie canal is a trestle bridge about 1,000 feet in length, and at the under crossing of the Batavia and Tonawanda branch of the Central-Hudson, near Akron, is a long pile bridge forming an approach to the iron truss over the branch road. This last structure will probably be done away with when renewal is necessary and a grade crossing substituted. Including the above timber structures, and one short span of Howe deck truss near West Park, which is the only wooden truss on the entire road, together with a few pile and trestle under-farm crossings and temporary trestles across salt vats at Syracuse, there are 570 openings from five to 280 feet span, nearly 500 of which are of iron and built with a standard of assured strength in excess of that usually adopted. The timber in the pile and trestle bridges is in strong life, ample in size of members, and all openings have competent standard floors.

The superstructure is of the best construction and as yet the sleepers show little if any decline. A considerable ballasting of road-bed has been done in the past two years and generally the surface and line of track is in exceedingly correct adjustment. Along the Hudson river and at points in the Mohawk Valley slides from slopes of rock and clay cuttings have occurred, and in two or more instances embankments resting upon clay saturated with water have moved from their positions, necessitating a temporary curving away from the adopted location, and in one instance, near Mount Marion, a short permanent change of line will probably be adopted. At Yankee Hill in the Mohawk Valley great trouble has been experienced to retain a road-bed with the vertical wall in prism of canal adjoining; much of it has been relaid, and it is hoped that further difficulty will be avoided. Near Savannah and Clyde, what are termed sink holes have been encountered and a large amount of filling is required to restore the plane of the road-bed. As a whole, the massive masonry constructed to uphold the heavy iron structures has proved competent in character of work and stability of foundation. Only two or three bridges have required a rebuilding of their substructures. The slopes of rock cutting along the Hudson river, at Little Falls and a few other points, have been very well cleaned of loose detached rock, yet a careful surveillance of all will be necessary for some years to come, and of the heavy clay slopes as well, until the action of frost and rain shall have developed their perfect rest. The grading was amply but hurriedly done and the material forming many of the large embankments has not entirely become compact. Indurated earth composes a large part of these embankments west of Schenectady and particularly west of Little Falls, no more so than of other roads in the same locality, but the embankments of the West Shore are many of them very heavy, and the lumpy shape of the material when excavated forms in the banks vacancies that only time and the elements can compress into a solid road-bed, hence the necessity of a larger force of section men to retain a proper track adjustment than is required for an old road. Considerable ditching in cuttings was noticed as desirable to aid in the maintenance of track surface, and the roadway could be improved by a more thorough cutting of weeds and underbrush; portions of the road however were very neat in this respect. There are no overhead obstructions so low as to require warnings for train men, and at grade highway crossings, unless necessary for drainage, slats for cattle guards are used. West of Frankfort the cross fences at these crossings were neatly whitewashed and at each mile post an extra rail raised on posts from the ground was provided. In the long pile bridge near Albany, which is partly filled, some of the caps were noticed as showing signs of decay, one or two were split, and the piles under

others appeared to be crushing into them. This was constructed only as a temporary expedient and its complete filling at an early day would be desirable. No other structure was observed as defective excepting that some of the iron bridges and girders should be again painted, men were observed at one or two points busy in this important work. All of the passenger depots were examined and generally found neatly kept. Of themselves they are well built and furnished with the essentials for public convenience. Some of them are large and costly buildings, and, where depots have been constructed, all, with the exception of that at Utica, are in every way suited to the localities they occupy. As a whole, it is generally conceded that the West Shore railroad stands at the front in permanency of construction, and in a few years if the standard adopted is adhered to the wisdom of such a construction will be confirmed.

SYRACUSE, ONTARIO AND NEW YORK RAILWAY.

A further inspection of the Syracuse, Ontario and New York railway was made December 18, 1886, about seven months after the inspection previously reported. Since that inspection the company have laid three additional miles of steel rails, renewed fourteen thousand sleepers, and provided a competent floor system for all the truss bridges. Such of the minor openings found defective on the previous inspection, have been rebuilt. The drainage of road-bed has been improved, the road-bed widened where most necessary, and the adjustment of track bettered. At Georgetown a new frame depot has been erected. It is comfortably furnished and of sufficient size for the business of that station. In general the property has been so far improved as to present no reasonable doubt of safety, especially as the train movement on the iron rail between Earlville and the junction with the Elmira, Cortland and Northern railroad, is at a rate of speed not exceeding twenty miles per hour. The road from the junction to Syracuse, covering about one-half its length, is now laid with steel rail, and is generally in very good condition. From the old rail removed, probably a sufficient amount suitable for repairing the iron rail will be obtained, at least for the present winter and coming spring, at which time a further laying of steel rail will be done. Possibly the remaining iron rail will be entirely removed another season. A much needed increase in the passenger equipment has been made during the past year, and the motive power has been more or less rebuilt.

REPORT TO THE BOARD ON THE HEATING AND VENTILATION OF CARS.

To the Honorable the Board of Railroad Commissioners:

GENTLEMEN — The following instructions were received November 12, 1885: "The Board directs you to make personal inspection of the principal railroads of the State and ascertain the condition of temperature and ventilation in sleeping and drawing-room cars and first class passenger cars, and the attention that porters pay to the traveling public, and report in detail to this Board."

In compliance with these instructions, your inspector has made effort to obtain the required information by traveling at different times over the longer railroads, and by passing through trains while at stations, and thus has been able in a general way to arrive at the methods adopted for heating and ventilating passenger cars, and to some extent, the care given by train men to such matters. As far as possible, the solicitude of conductors and porters, for the convenience and comfort of passengers, in sleeping and drawing-room cars has received attention.

The general method of heating is by direct radiation, either with ordinary stoves, or stoves heating water, and thence distributed in pipes along the lower angle of sides of car, with sometimes an additional piping, coiled under each sitting.

The fuel most in use is anthracite coal; a few roads penetrating the bituminous region of Pennsylvania, burn soft coal; but the use of wood has become almost obsolete, which is much to be regretted, as it is the only fuel substantially free from noxious gases, and hence best adapted for heating of cars. It is the experience of some roads that a hot water apparatus does not, in an extremely low temperature fully, and promptly, meet the necessities of a proper warmth. The water does not appear to circulate rapidly through the pipes, and if the fires are omitted, it requires considerable time in which to obtain sufficient heat to make cars comfortable.

An instance of such character was noticed in a parlor smoking car, which left a terminal, and ran 100 miles before the car could be made tenable, and yet a sharp fire was made in the heater just before the train started.

Cars heated by direct radiation are ventilated, either by opening doors and windows, or ventilators in the upper deck, or both, as the emergency is. All such methods are attended with more or less discomfort and danger to those coming directly within the draught thus obtained. Such discomfort causes complaint from those exposed, resulting in the shutting out of the fresh air from the outside; using and reheating that inside of car, which at the best, will in a few minutes become tainted, even if the car is only partly filled with passengers.

Your inspector particularly noticed this on many trains, and was compelled more than once, to immediately return to the outside air after entering a car thus unventilated. Especially was the air in such cars found unbearable at early morning hours, on trains that had been running through the night.

A few of the railroads in our State have adopted a system of heating by indirect radiation, and which also includes a method of ventilation, that has proven effective and void of the annoyances and discomforts before referred to. Such a system was noticed on the Northern Central, the New York and New England, and, to some extent, on the Harlem and the Delaware, Lackawanna and Western and a few other railroads. The Central Hudson company are experimenting with the Creamer heater and improved ventilators, quite similar to the Spear heater and method of ventilation in use on the Pennsylvania railroad and the Northern Central of our State. The Gouge heater is used on the Harlem and Delaware, Lackawanna and Western railroads.

Circular No. 22, issued by your Honorable Board, calls the attention of railroad companies of this State to the method of indirect radiation for heating and for ventilation above referred to, giving an outline of its application as follows: "An improved system is now in vogue on some railroads in this State and elsewhere, which consists substantially in admitting fresh cold air through a screen into a small furnace at the end of the car, where it is heated and thence transmitted into the car through flues laid in the angle between the floor and sides, there being an opening or register at each seat, the circulation thus induced causing a constant movement of the air upward and out of the ventilating windows at the top of the car, instead of allowing the cold air to settle down, as is usually the case." The ventilating windows at the top of car may properly be called horizontal transom windows. They are so constructed as to be set trailing in either direction the car may be moving, and the upper deck is extended beyond its side, thus, with the transom open forming a flue which will prevent side currents of air from entering the car, particularly when the car is in motion. The motion of the car through the atmosphere forces a cur-

rent of air through the interior of the car and out of the ventilators, and thus the air inside is constantly being changed.

While riding over the Northern Central railroad, where this system of heating and ventilation was in operation, one cold winter's night, your inspector made careful and frequent comparison between the outside and the car atmosphere, and could discover nothing offensive in the air of car, which was fairly filled with passengers. The average cost of the appliances to heat and ventilate in the above manner, allowing for two stoves or furnaces and for the air pipes complete, is said not to exceed \$150, and probably could be placed in a car while being constructed for a less sum. The arrangement of the ventilators in the upper deck cannot much exceed the cost of those ordinarily used.

It is evident, and must be to every one who will investigate the subject, that a constant change of air in a passenger car is necessary for comfort and health, and the foregoing or a similar method is the only way to maintain a pure atmosphere, and at the same time a comfortable temperature, both of which can be attained at little if any cost above that of direct radiation by the ordinary methods.

Recently a device in the shape of a casing outside the smoke stack of heaters, and provided with dampers and vents at bottom, has been brought into use, the effect of which is not to intensify the heat near the furnaces, above that in the center of the car.

Circular No. 22 before referred to, also advises among other things, "to place a Fahrenheit thermometer in all passenger cars, about the center thereof, and to instruct those charged with maintaining the temperature, to keep it as nearly as may be at the point of seventy degrees."

Your inspector did not find such thermometer in any drawing-room, sleeping, or ordinary passenger car, and was informed that all thermometers before provided had been removed.

The use of a thermometer is a necessity, otherwise an established degree of heat cannot be observed, but is subjected to the uncertainty of guess work, often resulting in a temperature far below or above that required or desirable.

Such a result was often noticed while making inspections for this report. Cars stifling with heat were kept oppressive by train men firing stoves already throwing out more warmth than was bearable, and this was almost invariably done at division terminals, where train crews were changed. When remonstrated with a window was thrown open, perhaps a door, or worse, a drop ventilator would be let down, each very soon to be closed by some exposed passenger." Especially was the over-heating of cars, as was lack of ventilation, noticeable on night trains, and where long runs were made between stoppings. Way trains were generally found very well ventilated and warmed.

Your inspector did not observe many flagrant instances of carelessness or inattention on the part of train men in the matter of heating or of ventilation. In the foregoing, allusion has been made to such; but in general, effort appears to be made to suit the wishes of passengers, and probably where direct radiation is employed for heating, as it is in a large majority of the cars in our State—the system was more at fault than those in charge.

Your inspector has no suggestions to make other than intimated. The matter of a proper heat or of ventilation, is viewed differently by nearly all affected, and the only way to reach a solution, is to provide the proper appliances for ventilating, and set up a standard of heat and a register, as advised by your Honorable Board.

Respectfully submitted,

Dated ALBANY, N. Y., March 18, 1886.

THOS. W. SPENCER, *Inspector.*

ADDENDUM.

Since the foregoing inspections were made, it has been observed that the Boston and Albany Railroad Company have placed thermometers in about the center of all passenger cars.

Inquiry as to the practical workings and the utility of such a register, gave to your inspector the gratifying answers given below, and which sustain the position taken by your Honorable Board.

A conductor on the above railroad stated: "It was a great satisfaction to know precisely the temperature of a car. He was able to refer to it and inform those objecting or feeling to object to the condition of heat or cold, and that the matter was at once pleasantly settled to gratification of all, and the remedy, if necessary, could be immediately attempted." "Brakemen coming from the outside air, and perhaps feeling the cold, could and did before any change in heat of car was made, first refer to his register and act accordingly."

Your inspector feels warranted in saying, if a thermometer to govern the heat of cars was in general use on the lines of road in our State, it would add much to the comfort of the public, and save many disputes between passengers and employees of trains.

THOS. W. SPENCER,

Dated ALBANY, N. Y., April 9, 1886.

Inspector.

MINUTES OF THE BOARD,

REPORTED IN PURSUANCE OF SECTIONS 2 AND 10 OF CHAPTER
353, LAWS OF 1882.

OCTOBER 6, 1885.

The Board met pursuant to rule. Present — Commissioners Kernan and Rogers.
The minutes were read and approved.

The Secretary submitted the unfinished business under the rule, viz.:

Reply of Nelson Burdick to answers of the Rome, Watertown, and Ogdensburgh and the Utica and Black River Railroad Companies, and petition of citizens of Watertown. Ordered, that copies of the same be forwarded to the railroad companies.

Telegram and letter with inclosures from J. R. Maxwell, vice-president Long Island Railroad Company, relative to statistics as to manure. Ordered laid over.

Letter of Fred. F. Chambers, Delaware, Lackawanna and Western Railroad Company, relative to complaint of town of Sauquoit. Ordered filed.

Letter of R. M. Olyphant, Delaware and Hudson Canal Company, relative to complaint of U. G. Paris. Ordered filed.

Letter of Corning Glass Works. Ordered that a copy of the letter be sent the Fall Brook Coal Company, and that the company be requested to reply as to whether it desires to make any answer thereto.

Letter from L. A. Sneden, relative to his complaint against the New Jersey and New York Railroad Company. Ordered, that a copy of so much of the letter as relates to the complaint of himself be sent to the New Jersey and New York Railroad Company, together with a statement that the disposition of the matter seems to be satisfactory to Mr. Sneden, and the case is closed.

Letter of C. M. Depew, relative to Herkimer called up. Laid over one week.

On motion of Commissioner Rogers, the Secretary was directed to write to Daniel Robinson, president of the Troy and Boston Railroad Company, that the Board demand that he furnish them on or before Monday, October 12th, quarterly reports for the quarters ending March 31, 1885, and June 30, 1885.

Commissioner Rogers verbally reported that Commissioners O'Donnell and Rogers inspected under instructions of the Board an automatic gate of the Automatic Railway Gate and Signal Company in experimental operation on the Staten Island Railroad on Wednesday, September 30th.

Commissioner Kernan reported that as a committee of the Board on September 30th, he heard Mr. H. G. Young, assistant general manager, in defense of the Delaware and Hudson Canal Company against the complaint of the Board of Health of Mechanicville.

Commissioner Rogers called up the report of an accident at Colliera, 23th of September, on Delaware and Hudson Canal Company's road. Ordered, that inquiry be made of Superintendent Hammond what discipline, if any, had been administered to the men stated in the report to be at fault.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

OCTOBER 13, 1885.

The Board met pursuant to rule. Present — Commissioners Kernan, Rogers and O'Donnell.

The minutes were read and approved.

The Secretary submitted the unfinished business under the rule, viz.:

Letters of the Fall Brook Coal Company and the Corning Glass Works, relative to the complaint of the latter against the former. Ordered, that the letter of the Fall Brook Coal Company lay over one week, and that the following communication be sent the Corning Glass Works:

"Enclosed herewith you will find a copy of a communication from the Fall Brook Company. The Board understands that the Fall Brook Company claim that five dollars is a

reasonable charge for switching cars and will make such charge hereafter to all alike. The reasonableness of this charge has not been a question presented in this case and has not therefore been investigated by the Board."

Letter of the trustee of the bondholders of the Whitestone and Westchester Railroad Company. Ordered usual course.

Letter of J. E. Merrill, treasurer of Troy and Boston Railroad Company, relative to delinquent quarterly reports.

Commissioner Rogers offered the following resolution:

WHEREAS, The Troy and Boston Railroad Company have failed to furnish quarterly reports to this Board for the quarters ending December 31, 1884; March 31, 1885, and June 30, 1885, notwithstanding repeated requests so to do; that for December 31st, having been obtained by the Attorney-General.

Resolved, That the Attorney-General be requested to cause the president of said Troy and Boston Railroad Company to be indicted for misdemeanor under section 7 of chapter 353, Laws of 1882, unless said reports shall be received on or before October 14, 1885. Carried.

Letter of J. D. Layng, West Shore Railroad Company, relative to the electric signal at Bethlehem. Ordered, that the letter be filed and that the Secretary write the road for a detailed statement, showing the condition in which the signal was found, the part or parts that had failed, the cause of failure, repairs made and length of time it was in operation before failure, with a view of informing the Board as to the practicability of electric apparatus. Further, whether in the judgment of the authorities of the road, the apparatus had been tampered with.

Letter of J. F. Maynard, Utica and Black River Railroad Company, relative to the complaint of Nelson Burdick. On motion of Commissioner Rogers, the hearing in this case was set down for October 28th, 10 A. M., at the Woodruff House, Watertown, and it was ordered that the Utica and Black River Railroad Company and Nelson Burdick be notified that the Board will also inspect the premises and hear any objections the company may offer as to the practicability of the switches and side tracks proposed by the complainant, the hearing being designed to cover all questions in the case.

Letter of Mr. H. G. Young, Delaware and Hudson Canal Company, relative to the complaint of Mr. U. G. Paris.

Mr. Young was heard in defense of the Delaware and Hudson Canal Company. Ordered, that the Board have a hearing at Sandy Hill, at 11 o'clock on October 20, 1885, and that the Secretary notify Messrs. U. G. Paris, H. G. Young and the village authorities.

Letter of C. W. Hutchinson, president Utica and Mohawk Railroad Company, requesting an extension of time in which to answer complaint. Granted, and time extended to October 26th.

Letter of J. J. Van Horne, Utica and Black River Railroad Company, relative to the complaint of Mr. C. L. Merriam. Ordered, case closed.

Letter of Mr. J. M. Heald, Long Island Railroad Company, relative to manure statistics, laid over from last meeting. Ordered, laid over one week longer.

Letter of Mr. C. M. Depew, relative to Herkimer station. Ordered laid over one week. The Board adjourned until Monday, October 19th, at 5 P. M.

WILLIAM C. HUDSON,
Secretary.

OCTOBER 19, 1885.

The Board met at 4:30 P. M., pursuant to adjournment. All present.

The reading of the minutes of last meeting were dispensed with.

The Secretary laid before the Board the unfinished business, as follows:

Letter of Mr. H. P. Sinclair, secretary of the Corning Glass Works, notifying Board that the Fall Brook Coal Company had raised the price for switching cars loaded with coal from \$3 to \$5. Laid over.

Letter of Myron W. Van Auken, corporation counsel city of Utica, in matter of city of Utica v. Utica and Mohawk Railroad Company. Ordered, that letter be filed with papers in the case.

Letter of James F. Mann, attorney for petitioners in matter of City of Utica v. Utica and Mohawk Railroad Company. Ordered, that letter be filed with papers in the case.

Letter of J. R. Maxwell, Long Island Railroad Company, with accompanying letter of Chas. M. Heald and statement showing the extent of the manure business on the Long Island railroad in tubs, monthly, during the year preceding September 30, 1884, and for the nine months ending June 30, 1885. Ordered, that copy be sent complainant.

NEW BUSINESS.

Circular, statement showing the number of passengers carried by all the elevated railway lines of New York city, and gross receipts of same, from the first opening of the roads up to October 1, 1885. Laid over.

Circular of Keeler Foot Guard, showing diagram of same. Ordered filed with improvement papers.

By Commissioner Rogers:

Resolved, That the Attorney-General be requested to appear in behalf of Commissioner Rogers in Part Four of the Superior Court of the city of New York, at 11 A. M., on Friday, October 28, in the case of Bowles v. The Rome, Watertown and Ogdensburg Railroad Company, to present the question of his exemption as a matter of privilege from testifying in private suits for damages against railroad corporations, as to facts which have been disclosed to him in the course of an official investigation. Adopted.

Ordered, that the Secretary transmit to the Attorney-General a certified copy of the resolution as adopted this day.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

OCTOBER 27, 1885.

The Board met pursuant to rule. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Application of the Broadway Railroad Company of Brooklyn for an increase of capital stock. Referred to Commissioner Kernan.

In the matter of the Corning Glass Works' complaint. Ordered, that the letter of the Corning Glass Works be received as a new complaint, and take the usual course.

In the matter of the village of Whitestone. Ordered case closed.

The informal answer of the Utica and Mohawk Railroad Company. Ordered filed, and that a hearing be set down at Utica, at Baggs' Hotel, 12 M., November 13, 1885, and matter be referred to Commissioner Rogers.

In the matter of Nelson Burdick against The Utica and Black River Railroad Company, hearing postponed until the 18th of November.

Commissioner Rogers offered the following:

Resolved, That this Board has heard with great regret of the death of W. J. MacDonald, who for more than two years has been a valuable and efficient clerk in this office, and that the Board herewith tender to his bereaved family, its sympathy. Adopted. Ordered, that the Secretary approve the bill of W. J. MacDonald, for the month of October.

Commissioner Kernan moved that when the Board adjourn, it adjourn until Wednesday, November 11, at 10 A. M. Adopted.

Commissioner Rogers called up the matter of the John D. Wing complaint against the Newburgh, Dutchess and Connecticut Railroad Company. Ordered that the Secretary write the usual letter as to compliance with the decision of the Board.

Commissioners Kernan and Rogers submitted a report in the matter of the Board of Health of Mechanicville against The Delaware and Hudson Canal Company. Adopted and ordered issued.

Commissioner Rogers called up the matter of the removal of the thermometers from the cars of the New York Central Sleeping Car Company, and the failure of the roads to comply with the recommendations of the Board in that matter. Referred to Commissioner Rogers.

The Board then adjourned.

WILLIAM C. HUDSON,
Secretary.

NOVEMBER 10, 1885.

All present. The minutes of the last meeting were read and approved.

The Secretary submitted a report on the business of the office. Referred to Commissioner Kernan.

Answer of Fall Brook Coal Company to complaint of Corning Glass Works. Ordered usual course.

Communication of the Board of Trade and Transportation in answer to one of the Board of June 9, 1885. Ordered filed.

Communication of A. Shoelkoff received. The Secretary was directed to write to the New York Central and Hudson River Railroad Company, and inquire why the gates erected at Niagara Falls were not so erected as to inclose all of the tracks, and also whether the high board fence between the depot and the street has been replaced by a picket fence, as agreed at the time of the inspection.

Communication from Board of Health at Mechanicville. Ordered held open until Mr. Smith is heard from.

Petition of citizens of Utica in regard to the Schuyler street crossing. Ordered complaint sent to Delaware, Lackawanna and Western Railroad Company, with request to answer whether or not the facts as alleged exist.

Communication of U. G. Paris. Ordered laid over.

Communication of C. L. Kimball, superintendent of the Newburgh, Dutchess and Connecticut Railroad, in regard to depot at Dutchess Junction. Ordered Secretary write to the president of the New York Central and Hudson River Railroad Company that the Board have waited for an answer to the communication sent to them in reference to the depot at Dutchess Junction, and the Board desires an immediate answer.

Communication of the Delaware, Lackawanna and Western Railroad Company, in regard to the depot at Sauquoit. Ordered that the Secretary write to the complainants and ask them to inform the Board, within a reasonable time, whether the station is made so as to be acceptable.

Communication of W. S. Webb of the New York Central Sleeping Car Company, in regard to temperature of sleeping cars. Commissioner O'Donnell moved that Inspector Spencer be instructed, after he finishes his inspection reports, to make a personal inspection of the principal railroads of the State and ascertain the condition of temperature and ventilation in sleeping cars, drawing room cars and first class passenger cars, and the attention that porters pay to the traveling public, and report in detail to this Board, and that he be authorized, if necessary, to employ help at an expense not to exceed \$100.

Communication of Lewis Hayes referred to Mr. Thompson.

Communication of President Depew of the New York Central and Hudson River Railroad Company, in reference to complaint of C. W. Van Rensselaer, referred to Commissioner Rogers.

Communication of Samuel Sloan, president Delaware, Lackawanna and Western Railroad Company in regard to Mr. Littlewood's complaint against that road. Ordered filed.

Communication from Corning Glass Works in regard to an attempt of Fall Brook Coal Company to tear up their switch. Ordered filed.

Communication of J. M. Dake. Laid over.

Communication of Farmers' Co-operative Union of Jamaica. Referred to Commissioner Kernan.

Communication of J. D. Layng, New York, West Shore and Buffalo railroad, relative to signal at Bethlehem station. Ordered, that Secretary send for dates of failure of signal to operate.

Commissioner Rogers moved that the Secretary write to Commissioner Fink to transmit to the Board the terms of the new arrangement or agreement, between the trunk lines as soon as the same is executed. Carried.

J. Edgar Merrill, treasurer Troy and Boston Railroad Company, appeared and was heard relative to the quarterly reports in which the road is delinquent.

Commissioner O'Donnell offered the application of Lyman J. Lloyd, Jr., for an expert appointment under the Board. Ordered filed.

Letter of F. S. Crooker. Ordered that the Secretary send the "Safety Law," and write that the Board does not see, if the road is not operated, the necessity for a watchman at the point indicated. With reference to the matter of pay, the Board has no power to assist its collection, and that his recourse is to go to the courts.

By Commissioner O'Donnell:

Resolved, That an inquiry be sent to the respective presidents of the New York Central and Hudson River railroad and the Delaware and Hudson Canal Company, as to the practicability of connecting their passenger depots in the city of Albany, so that the traveling public can reach their depot without going a long circuitous distance over several streets. Carried.

The accountant submitted a communication of the New York, New Haven and Hartford Railroad Company, asking whether the Board required a report as to the value of its real estate in this or in other States as well. Ordered, that the value of property in this State be required. Also,

A report of the Elmira and Horseheads Railroad Company. Received instructions to write to the company to hereafter change their methods of book-keeping so that the report can be as the form requires. Also,

The report of the Utica and Mohawk Railroad Company, which he reported to be in bad shape and needing corrections. Ordered, to lay over until after the hearing of the 13th.

Commissioner Kernan moved that the order of reference of the complaint of the Citizens of Utica v. The Utica and Mohawk Railroad Company be changed from Commissioner Rogers to Commissioners Rogers and O'Donnell. Carried.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

NOVEMBER 17, 1885.

The Board met pursuant to rule. Present — Commissioners Kernan and Rogers.

The minutes were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Letter of George H. Littlewood recalling his petition. Ordered, that request be granted and the case closed.

Letter of F. F. Chambers, Delaware, Lackawanna and Western Railroad Company. Ordered filed.

Letter of J. D. Layng, New York, West Shore and Buffalo Railway Company, relative to the dates of failure of the Bethlehem signal to operate. Ordered filed.

Letter of H. G. Young, Delaware and Hudson Canal Company, relative to means of direct communication between the depots of the Delaware and Hudson Canal Company and New York Central and Hudson River railroad depots at Albany. Laid over.

Letter of John Brown, president village of Suspension Bridge, relative to the failure of the New York Central and Hudson River railroad and New York, Lake Erie and Western Railroad Company to comply with the recommendations of the Board in the matter of proposed new depots at that point. Laid over.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the depot recommended at Dutchess Junction.

Commissioner Kernan offered the following:

WHEREAS, The New York Central and Hudson River Railroad Company and the Newburgh, Dutchess and Connecticut railroad have failed to agree upon the construction of a depot at Dutchess Junction in accordance with a recommendation of this Board, dated September 15, 1885,

Resolved, That at a hearing in the matter to be held at the capitol at Albany on December 1, 1885, at 1:30 P. M., the Board will determine by whom said depot shall be constructed and maintained and in what proportions the expense thereof shall be divided. Carried.

The bill of T. W. Spencer for expenses amounting to \$80.93 was presented. Ordered approved.

Commissioner Rogers submitted the report of an accident on the West Shore railroad at Little Falls. Ordered, that Secretary write to coroner for a copy of the testimony taken before him.

Commissioner Kernan offered a report in the matter of the application of the Broadway Railroad Company of Brooklyn. Adopted and ordered issued.

Commissioner Kernan reported upon certain cases reported as unfinished and unsettled by the Secretary:

Case 200, recommended to be closed; No. 192, reported pending; 183, reported as pending; 182, Corning Glass Works Company, recommended that old case be closed and that the Secretary write to know if the frog of the switch has been replaced; case 160, ordered that Mr. King, of the New York, Lake Erie and Western, and Mr. Depew, of the New York Central and Hudson River Railroad Company, be cited to show cause why case should not be turned over to the Attorney-General, December 1st, 1:30 P. M.; No. 151, case ordered closed. Report adopted.

NEW BUSINESS.

Letter of Mr. Costen relative to Costen's night signal. Ordered, that Secretary write for a description of the signal either by drawings or otherwise, and to indicate where it is in use on a railroad.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

NOVEMBER 24, 1885.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

Commissioner O'Donnell moved that the Secretary inform Messrs. King and Depew that they can appear by counsel or otherwise in the matter of the complaint of citizens of village of Suspension Bridge. Carried.

The Secretary submitted the unfinished business, under the rule, as follows:

Letter of Mr. Costen, accompanied by drawings and explanations of his night signal. Ordered filed.

Letter of Edwin Beers, Broadway Railroad Company of Brooklyn, relative to the increase of stock. Ordered filed.

Petition of City of Watertown, alleging discrimination against Watertown in the matter of the transportation of coal. Ordered, usual course.

Answer of the Delaware, Lackawanna and Western Railroad Company to above petition. Ordered, usual course.

Answer of Delaware, Lackawanna and Western to complaint of James Merriman and others, alleging failure of the company to conform to the recommendations of the Board in the matter of switching across Schuyler street.

Commissioner Rogers moved that Commissioner Kernan be authorized to employ a man to count the number of times the switching engine and other engines and cars passed over Schuyler street between the hours of 7 A. M. and 7 P. M.

Letter of Mr. Sinclair, secretary of the Corning Glass Works, stating that the removed frog had not been replaced.

Commissioner Rogers moved that the Fall Brook Coal Company be cited to show cause why its failure to conform with the recommendation of the Board should not be reported to the Attorney-General, on December 1st at 1:30 P. M.

Letter of C. L. Kimball, Newburgh, Dutchess and Connecticut, announcing his attendance at the hearing. Ordered filed.

Complaint of Loper & Burr against the New York Central and Hudson River Railroad Company. Ordered, usual course.

Letter of George H. Littlewood, explanatory of his withdrawal of this complaint. Ordered filed.

Letter of U. G. Paris, relative to the Sandy Hill crossing of the Delaware and Hudson Canal Company. Ordered, that the Secretary send to the Delaware and Hudson Canal Company for the maps called for and that he write to Mr. Paris enclosing a copy of the communication of the Board to the Delaware and Hudson Canal Company, saying that the company has not replied, and that a hearing on the matter has been set down for December 1st, 3 P. M., notice of which is to him given.

Reply of Corning Glass Works to answer of Fall Brook Coal Company, to complaint No. 2, of Corning Glass Works. Declared an issue, and referred to Commissioner O'Donnell for a hearing and hearing set down for December 30, 1885.

In the matter of the connecting of the Central and Delaware and Hudson Canal Company depots at Albany. Hearing set down for December 1, 1885, at 1:30 P. M.

Letter of Albert Fink. Ordered filed.

Commissioner Rogers submitted a report upon the complaint of C. W. Van Rensselaer against New York Central and Hudson River Railroad Company. Adopted and ordered issued.

Commissioners Rogers and Kernan submitted a report in the matter of the accident at Swartwood on the Elmira, Cortland and Northern railroad. Adopted and ordered issued.

Commissioner Rogers reported that Mr. Smith of Mechanicville, had reported that arrangements had been reached between the village of Mechanicville and the Delaware and Hudson Canal Company and the company is to stop its trains at the freight depot, while the village is to fit the depot or a portion of it for use.

Little Falls accident. Ordered, that C. W. Bradley be asked to come on the following day.

Commissioner Rogers asked that the following letter be sent to C. M. Depew, president of the New York Central and Hudson River Railroad Company:

November 24th.

DEAR SIR— Will you please inform this Board at your earliest convenience as to the terms of the proposed lease and arrangement between the New York Central and Hudson River Railroad Company and the New York, West Shore and Buffalo Railroad Company, including the terms upon which the exchange of New York Central and Hudson River Railroad bonds for West Shore bonds is made, and such other information as you may deem necessary to explain the relation now existing between the New York Central and Hudson River railroad and the New York, West Shore and Buffalo railroad. Carried.

Commissioner Rogers reported an examination of the Second avenue crossing in the village of Greenbush, Rensselaer county, and moved that the New York Central be cited to show cause why the recommendation of the Board to discontinue switching across the Second avenue crossing should not be conformed to, on December 1, 1885. Carried.

Commissioner Rogers moved that the Boston and Albany Railroad Company be informed that in the switching and making up of freight trains across Third avenue in the village of Greenbush, the passage to and from the foot bridge at that point is obstructed and the Board recommends the discontinuance of such obstruction; that its attention is called to the suggestion of the Board that a screen fence be erected from and south from the Herrick street horse, wagon and foot bridge, along the westerly side of East street; that it send on December 1, 1885, a representative to consider the proposition to erect a screen fence on the north and south of the bridge over Second avenue, close up the under part of the bridge and board up the sides. Carried.

Commissioner O'Donnell moved that the vote by which case number 151 was directed to be closed be reconsidered. Carried.

Commissioner O'Donnell made the following report:

That he investigated the case soon after it was referred to him and found the complaint sustained, and that the New York Central Railroad Company agreed to refund the overcharge, and did so, but the official notice of the settlement was not made until their attention was again called to the matter early in October.

Commissioner O'Donnell moved that the case be reported as closed. Carried.

Commissioner O'Donnell offered the following:

Resolved, That the Utica and Black River road be notified to extend the planking at Lowville along their track so as to supply a safe walk to the place where the sleeping car usually stands, also to plank or pave the road in front of their depot to the street where the omnibus usually receives passengers. Adopted.

NEW BUSINESS.

Letter of Isaac H. McEwen suggesting amendment to the law relative to the collection of fares by conductors on railroads of this State. Ordered, that the Secretary send a

copy of the amendment of the law recommended by the Board on that point, with the statement that the Legislature had rejected the same.

Communication of Wm. McPherson, Railroad Commissioner of Michigan, relative to car couplers, with accompanying documents. Referred to Commissioner Rogers.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

DECEMBER 1, 1885.

The Board met pursuant to rule. All present.

The minutes were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Letter of J. A. Buchanan, New York, Lake Erie and Western, relative to a new depot at village of Suspension Bridge. Ordered, that a copy of the same be sent the village authorities.

Letter of the Boston and Albany Railroad Company relative to crossings at Greenbush. Ordered filed.

Letter of Charles Parsons, Rome, Watertown and Ogdensburg, relative to complaint of citizens of Watertown, alleging discrimination in coal transportation. Ordered usual course.

Commissioner Rogers submitted a report in the matter of the Little Falls accident on the New York, West Shore and Buffalo railroad. Adopted and ordered issued.

Commissioner Kernan offered the following:

Resolved, That the Secretary be directed to send to the Attorney-General a statement of the cases reported to him by this Board, with a request that he inform the Board as to the action taken by him thereon and the present status thereof in his office, in order that the Board may perfect its report to the Legislature in reference to such cases. Carried.

In the matter of the citizens of the village of Suspension Bridge against the New York Central and Hudson River, and the New York, Lake Erie and Western Railroad Companies, Mr. Loomis, J. M. Toucey and Theodore Voorhees appeared for the Central and were heard, and the Erie appeared by letter.

In the matter of John D. Wing, et al. v. The Newburgh, Dutchess and Connecticut and the New York Central and Hudson River Railroad Companies, Messrs. Loomis, J. M. Toucey and Theodore Voorhees, appeared for the Central; Messrs. Charles L. Kimball and Frank Eno, appeared for the Newburgh, Dutchess and Connecticut, and were heard.

In the matter of the failure of the New York Central and Hudson River Railroad Company, to conform with the recommendation of the Board to discontinue switching over Second avenue in Greenbush, Messrs. Loomis, J. M. Toucey and Theodore Voorhees appeared for the Central Company and were heard.

In the matter of the proposition to connect the depots of the New York Central and Hudson River Railroad and the Delaware and Hudson Canal Companies at Albany, Mr. H. G. Young appeared for the Delaware and Hudson Canal Company, and Messrs. Loomis, J. M. Toucey and Theodore Voorhees appeared for the Central Company, and were heard.

In the matter of the complaint of U. G. Paris v. The Delaware and Hudson Canal Company, Mr. Paris for himself and H. G. Young for the Delaware and Hudson Canal Company, appeared and were heard.

In the matter of order to show cause why the failure of the Fall Brook Coal Company, to conform with recommendations of the Board in the matter of the Corning Glass Works v. The Fall Brook Coal Company No. 1, Messrs. Beach, Kendall and Hamilton-Harris appeared for the Fall Brook Coal Company, and were heard. Ordered, that the Secretary send to the Civil Service Commissioners the name of Stanley Y. Southard, for a non-competitive examination for assistant accountant.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

DECEMBER 8, 1885.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of William H. Russell, division superintendent of the Boston and Albany railroad, relative to Greenbush crossings. Ordered filed with complaint of Mr. Pratt et al. v. The Boston and Albany and the New York Central and Hudson River Railroad Companies.

Letter of Chas. M. Heald, general traffic manager Long Island Railroad Company, conveying statistics of manure transportation. Ordered filed, and a copy transmitted to John O'Donnell, of Jamaica.

Letter of Corning Glass Works, relative to an order issued by the Fall Brook Coal Company. Ordered filed.

Letter of E. H. Van Horne, Utica and Black River Railroad Company, relative to plank-ing at Lowville. Ordered filed.

Briefs of complainant and defendant in the City of Utica v. Utica and Mohawk Railroad Company. Referred to Commissioner Rogers.

Answer of James Merriman and others to reply of Delaware, Lackawanna and Western, to answer of James Merriman and others. Referred to Commissioner Rogers.

Letter and complaint of W. O. McDowell, New York and Sea Beach Railroad Company. Referred to H. M. Thompson, accountant, to examine and compare the annual reports referred to and to report to the Board what the complaint is, and what remedy is desired.

Complaint of Henry C. Thompson v. The Newburgh, Dutchess and Connecticut, and the Poughkeepsie, Hartford and Boston Railroad Companies. Ordered, usual course.

The accountant submitted questions raised by Catskill Mountain Railway Company, and the Ulster and Delaware Railroad Company, and received instructions thereupon.

The accountant submitted the question whether the annual reports needing correction, should be copied and copy retained on file in office, before the return of the original.

After discussion, Commissioner Kernan offered the following:

Resolved, That it be referred to Commissioner Rogers to direct hereafter, when annual reports shall be copied in the office before being returned for correction, when the Board is not in session, weekly reports to be made to the Board.

Commissioner O'Donnell offered the following amendment:

That annual reports, when received by this office from all railroads, be immediately examined by the accountant of this Board, and his indorsement thereon made, if correct or if incorrect, the particulars thereof, and thereafter such report be opened for inspection of the press and public. Laid on table by unanimous consent.

Commissioner Kernan submitted the bill of James G. French, employed by him under authority of the Board, to count the switching across Schuyler street for six days at \$5 per day. Ordered approved.

On motion of Commissioner Kernan the Board went into executive session upon the annual report.

In open session Commissioner O'Donnell offered the following resolution:

Resolved, That the inspector of this Board, as soon as practicable, procure for the use of the Board a map or maps showing the various street and highway crossings and private switches within the city limits of Buffalo; also a map showing what railroads enter the city over such streets and highways. Carried.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

DECEMBER 15, 1885.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule:

Letter of W. O. McDowell with copy of a letter of protest to directors of the New York and Sea Beach Railroad Company. Ordered filed.

Letter of C. B. Angle, Secretary of the Civil Service Commission, announcing the classification of the position of Assistant Accountant in schedule C. Referred to Commissioner Rogers to prepare form of examination.

Letter of C. M. Depew, New York Central and Hudson River Railroad Company, relative to information concerning the lease of the West Shore Railroad Company. Ordered filed.

Letter of Charles M. Heald, Long Island Railroad Company, relative to rates on manure. Referred to Commissioner Kernan with power.

Letter of Mr. Gorsline, Secretary of the Board of Health of Mechanicville. Ordered, that a copy be sent to Mr. Smith of Mechanicville with request to answer.

Letter of employees of Rochester and Pittsburg Railroad Company referred by the Governor to the Board.

Commissioner O'Donnell moved that the communication from the Governor be referred to a committee of this Board to ascertain the facts in the case and report the same to the Board for the purpose of assisting the employees of the railroad, if their demands be found true, to obtain their back pay.

Commissioner Kernan offered as a substitute the following:

Resolved, That a copy of the communication be sent to the receiver with the request that he answer the same, and that if the facts are true as to the indebtedness that he be urged to use every effort to liquidate the same, and that the petitioners be informed by the Board of their legal rights against the road, its stockholders, etc.

The substitute was adopted:

Ayes — Commissioners Rogers and Kernan.

Nay — Commissioner O'Donnell.

The accountant submitted a report on the complaint of W. O. McDowell v. the New York and Sea Beach, referred to him December 8th. Laid on the table until next meeting.

The Secretary reported on the bill of Messrs. Weed, Parsons & Co. referred to him with amended bill. Amended bill \$576.10. Ordered approved.

Commissioner Rogers submitted a report by letter on the second complaint of James Merriman v. The Delaware, Lackawanna and Western Railroad Company. Approved and ordered issued.

Commissioner Rogers submitted a report in the matter of the killing of Mr. Brown on the Troy Union railroad by resolution as follows:

WHEREAS, Accidents have occurred and are constantly liable to occur at the Union Depot, Troy, by reason of the closeness of the pillars between which the trains enter and leave the depot,

Resolved, That the Troy Union railroad be recommended to increase the distance between said pillars to a sufficient extent to remove the danger. Carried.

Ordered, that Secretary employ such copyists as he needs at his own discretion.

On letter of department of taxes and assessments of the city of New York, Commissioner O'Donnell moved that the accountant reply furnishing the figures desired with the statement that they are taken from the reports of the railroad companies.

The accountant submitted a list of delinquent horse railroads. Ordered, that telegrams in the name of the Chairman of the Board be sent, stating that unless the reports are filed within three days, the names of the companies will be reported to the Attorney-General to collect the penalties.

The Board went into executive session upon the annual report of the Commissioners.

In open session the report was adopted and ordered printed.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

DECEMBER 22, 1885.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule.

Letter of Mr. Wyckoff, relative to manure rates on the Pennsylvania railroad. Ordered filed.

Letter of James Howell, president of trustees of New York and Brooklyn Bridge relative to the accident on the bridge December 5th. Ordered filed and that Secretary answer that Board would like to receive copy of report when made.

Letter of Alrich H. Mann, relative to annual report of the New York and Sea Beach and to the letter of W. O. McDowell. Ordered, that copies of Mr. McDowell's letter be sent to A. H. Mann, and letter of Mr. Mann to Mr. McDowell, and also ordered that a note be placed at the foot of the annual report of New York and Sea Beach, that question has been raised as to the correction of items carried forward from 1883 and 1884, into the report, which are under investigation.

Letter U. G. Paris, relative to his complaint against the Delaware and Hudson Canal Company.

Commissioner Rogers, that the Delaware and Hudson Canal Company be required to show cause why it should not be reported to the Attorney-General for failure to station flagmen as recommended by the Board, and also that the company be required to show why the estimate heretofore furnished as to the expense of change of track at Sandy Hill should not be given in detail to the Board, and why the company has not reported on the feasibility of erecting a fence, by the 29th inst.

Letter of Samuel Sloan, accompanied by one from W. F. Halsted, superintendent of the Delaware, Lackawanna and Western railroad.

Commissioner Rogers offered the following:

Resolved, That Mr. Spencer be instructed to inspect the method of switching or drawing cars across Whitesboro and Columbia streets in the city of Utica, as practiced by the Delaware, Lackawanna and Western Railroad Company, and to report to this Board what, if any, modification he can recommend to diminish the number of said crossings to and from Gilmore's yard, so as to furnish greater security for the public and at the same time admit of the Delaware, Lackawanna and Western carrying on the coal trade.

Letter of Mr. Whittaker relative to manure rates of the Philadelphia and Reading Railroad Company. Referred to Commissioner Kernan.

Letter of Guy P. Pelton, Poughkeepsie, Hartford and Boston Railroad Company, relating to the Stissing complaint. Ordered, usual course.

Commissioner Rogers reported on the Palmer torpedo device investigated by him, by letter.

Commissioner Rogers offered the following preambles and resolution:

WHEREAS, The complaint of certain citizens of Utica against the Utica and Mohawk railroad was referred to Commissioners Rogers and O'Donnell, Commissioner Kernan not desiring to sit on the case for personal reasons; and

WHEREAS, On the 10th of December, Commissioner Rogers submitted a report, with which Commissioner O'Donnell neither agrees nor dissents, but insists upon postponing action,

Resolved, That the report of Commissioner Rogers be adopted.

Commissioner Kernan moved that this resolution lie on the table to be considered with the report when the same comes before the Board. Ordered, that the report in the matter of the Citizens of Utica v. Utica and Mohawk Railroad Company, by unanimous consent, be considered by the Board at its next meeting.

Commissioner Kernan submitted a report in the matter of the Corning Glass Works v. The Fall Brook Coal Company. Laid on the table until the next meeting of the Board, by unanimous consent.

Commissioner Kernan submitted a report in the matter of the Farmers' Co-operative Union v. The Long Island Railroad Company. Laid on table until the next meeting, by unanimous consent.

Commissioner O'Donnell offered the following resolution:

WHEREAS, It has been publicly charged by dissatisfied stockholders of the Broadway and Seventh Avenue Railroad Company, that certain bonds, to wit, \$3,000,000, issued by said railroad company, have been improperly issued and used in connection with the Broadway Surface Railroad Company, and that gross irregularities and wrongs were committed in the organization and building of the latter road,

Resolved, That this Board will sit in the city of New York at the rooms of the Chamber of Commerce at 10 A. M., on December 24th, to investigate and hear any complaints on the part of such stockholders or from the public.

Commissioner Kernan offered the following as an amendment:

WHEREAS, No complaints have been received by this Board from stockholders or others interested in the Broadway or Broadway and Seventh Avenue Railroad Company, therefore

Resolved, That the resolution of Commissioner O'Donnell lie upon the table until complaints are received which shall call upon the Board to take action.

On the amendment the vote was:

Ayes—Commissioners Rogers and Kernan.

Nay—Commissioner O'Donnell.

On the resolution as amended, the vote was:

Ayes—Commissioners Rogers and Kernan.

Nay—Commissioner O'Donnell.

Ordered, that the accountant be directed to send to the New York and Sea Beach Railroad Company for a detailed statement of cost of road and equipment.

Ordered, that the accountant be directed to note on report of Brooklyn Elevated Railway Company, that the agreements connected with the business of that company are on file in this office attached to a report.

Ordered, that the accountant telegraph in the name of the chairman to delinquent companies that the time has expired, and the Board is embarrassed by the delinquency, and to send the report at the earliest practicable moment.

Ordered, that the accountant return the report of the Northern Adirondack Railroad Company, as unsatisfactory and that the Board refuse to receive it, and insists upon a complete and proper report being made and sent at once.

The Board adjourned.

WILLIAM C. HUDSON,

Secretary.

DECEMBER 28, 1885.

The Board met on Monday evening at 7 P. M., by unanimous consent, in lieu of Tuesday, 29th, 10 A. M. Present—Commissioners Kernan and Rogers.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Request from counsel in the matter of Citizens of Utica v. The Utica and Mohawk Railroad Company. Ordered that it be entered upon the minutes as follows:

Before the Board of Railroad Commissioners, in the matter of The Utica and Mohawk Railroad Company.

As negotiations are pending for a settlement of the above matter, the counsel for the respective parties request the Board of Railroad Commissioners to withhold their decision for one week from this date.

December 23, 1885.

JAMES F. MANN, *Attorney for Citizens.*

GEORGE M. WEAVER, *Attorney for Railroad Company.*

Request granted.

Letter from the Newburgh, Dutchess and Connecticut Railroad Company relative to the Stissing complaint. Ordered usual course, and a copy be sent to the Poughkeepsie, Hartford and Boston Railroad Company, and that a hearing be set down for January 19, 1886, unless in the meantime the Board is advised that the companies have reached an agreement of an immediate construction of a proper and convenient depot, notice of which is to be sent to all the parties.

Letter of J. M. Toucey, Troy Union Railroad Company, relative to Troy Union Depot. Laid over two weeks.

Letter of Chauncey Hagadorn relative to the complaint of Citizens of Nunda v. The Lackawanna and Pittsburgh Railroad Company. Ordered, that the receiver be ordered to show cause by the 12th instant why the failure to operate the line of railroad running from Swain's to Nunda Junction should not be reported to the Attorney-General.

Letter of John Sherwood relating to the bonds of the Ulster and Delaware Railroad Company. Ordered, that two copies of the report of the Ulster and Delaware Railroad Company be sent the correspondent.

Commissioner Rogers moved the adoption of the following circular:

"SIR—The Board desires that you cause to be sent to this office, drawings of all new truss bridges erected upon the line of your road as soon as built.

"This is supplementary to circular No. 25 from this Board, dated January 28, 1884, to which your attention is respectfully drawn." Carried.

Commissioner Rogers moved that the New York, New Haven and Hartford Railroad Company be required to make a special report of the circumstances attending the accident at Pelhamville; the cause of accident and of the construction of the platform.

Commissioner Kernan called up his report in the matter of the Corning Glass Works v. The Fall Brook Coal Company. Adopted and ordered issued.

The Secretary submitted the bill of T. J. Cowell, covering a period of five months, for stationery, paper, etc., for \$178.10. Ordered approved.

The Board adjourned until Tuesday, January 12, 1886.

Commissioner O'Donnell, arriving at adjournment of meeting, asked to be recorded as concurring in the report on Corning Glass Works v. The Fall Brook Coal Company. Granted.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

JANUARY 12, 1886.

The Board met pursuant to adjournment. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows.

Communication of U. G. Paris. Ordered filed, and that Secretary write Mr. Paris to examine the minutes of the court as to the granting of an order to occupy the street.

C. L. Kimball, Newburgh, Dutchess and Connecticut, relative to the Stissing complaint. Ordered, that the hearing be set down for 1:30 p. m., 19th, and that the parties be notified.

Communication of W. O. McDowell. Referred to Commissioner Kernan.

Letter of Chauncey Hagadorn and J. M. Dake. Ordered filed.

Bill of T. W. Spencer, for expenses. Ordered approved.

Letter of James F. Mann, counsel in the case of Citizens of Utica v. The Utica and Mohawk Railroad Company, announcing settlement of case and asking a withholding of decision.

Commissioner Rogers asked leave to withdraw his report on this case. Granted. Ordered, that action for the present be suspended at the request of the parties.

Letter of J. M. Toucey, relative to Troy Union depot. Laid over one week.

Commissioner Kernan called up his report on the The Matter of Farmers' Co-operative Union v. The Long Island Railroad Company. Adopted and ordered issued.

NEW BUSINESS.

Complaint of Mr. Hill v. The Mahopac Railroad Company. Ordered usual course.

Commissioner O'Donnell offered the following resolution:

WHEREAS, It is claimed by the merchants, dealers and shippers of Buffalo, that their interests suffer by reason of freight discriminations against that city, therefore

Resolved, That the Secretary of this Board write to the different roads entering that city for the rates, tariff and special on grain, live stock, and lumber from Chicago, St. Louis and other western distributing points to the seaboard, passing through Buffalo, and also the rates, tariff and special rates on the same kind of freight to Buffalo from such western points, and from Buffalo on the same to the seaboard; also, what if any rebates are allowed and to whom. Carried and ordered that Secretary write that same be sent within twenty days.

Report of Inspector Spencer, relative to crossings in the city of Buffalo. Referred to Commissioner O'Donnell.

The Board went into executive session on the supplemental report, being recommendations of legislation.

In open session the report of the executive session was unanimously adopted as the report of the Board, as follows:

Amendments to chap. 140, Laws of 1880, marked "A."

Emergency act, marked "B."

Leasing act, marked "C."

Canal act, marked "D."

Receivers act, marked "E."

Fires by locomotive act, marked "F."

Explosive act marked "G."

Ordered printed.

Ordered that the Delaware and Hudson Canal Company be ordered to show cause on the 19th instant, why the Company has failed to comply with the recommendations of the Board in the matter of Board of Health of Mechanicville v. The Delaware and Hudson Canal Company.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

JANUARY 19, 1886.

The Board met pursuant to adjournment. All present.

Minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Petition relative to the Stissing depot. Ordered filed.

Letter of U. G. Paris relative to the Sandy Hill complaint. Ordered, that the Secretary send a copy of the statement of Judge Northrup relative to the granting of the order.

Letter of W. W. Potter relative to Buffalo crossings. Ordered filed and referred to Commissioner O'Donnell.

Letter of Messrs. Taylor & Crate. Filed with papers relative to Buffalo freight discriminations.

Letter of J. H. Jeffers relative to the Loper complaint. Ordered, that a copy be sent the railroad company complained of.

Letter of J. M. Toucey relative to the Troy Union Railroad depot. Ordered, that Secretary write what, if any, action has been taken by the company.

Application of the Albany Railroad Company for an increase of capital stock. Ordered, that the accountant continue the examination of its financial affairs from the point to which his previous examination carried the investigation to the present time.

Complaint of C. Sullivan. Ordered, usual course.

Anonymous communication relative to Brooklyn Elevated railroad. Ordered, that the Secretary inquire what measures are taken to guard the rear platform.

The Secretary submitted that one hundred and twenty-four reports were on hand. Ordered, that the railroads in operation be supplied and that twelve each be apportioned to the Commissioners.

Also letter of Henry C. Vail. Ordered, that a copy be sent to the New York, Lake Erie and Western Railroad Company.

The Secretary submitted a request of W. H. Russell, division superintendent of the Boston and Albany Railroad Company, for formal recommendation.

Ordered, that the Board recommend that the foot bridge over tracks of the New York Central and Hudson River railroad at foot of Third avenue, Greenbush, be extended over tracks of the Boston and Albany railroad.

C. D. Hammond, Delaware and Hudson Canal Company, was heard in the matter of the complaint of the village of Mechanicville.

C. L. Kimball, Newburgh, Dutchess and Connecticut Railroad Company, and Guy P. Pelton, Poughkeepsie, Hartford and Boston Railroad Company, were heard in the matter of the Stissing complaint. Ordered, that action be suspended for the present.

Recess taken until the 20th.

AFTER RECESS, JANUARY 20, 1886.

Board in session.

Commissioner Kernan reported in the matter of W. O. McDowell v. The New York and Sea Beach Railroad Company and moved that the accountant be directed to investigate the financial condition of the company and to report thereon to the Board, in order that the various reports filed may be corrected and their discrepancies fully explained; and that the Secretary be directed to inquire of the company:

1. As to competency and experience of B. B. Lawrence, the superintendent.

2. As to the withdrawal of flagmen, the reasons therefor and the extent to which done. Carried.

Commissioner Kernan presented a report in the matter of Nelson Burdick v. The Utica and Black River Railroad Company. Accepted and laid on the table to be printed.

Board adjourned.

WILLIAM C. HUDSON,
Secretary.

JANUARY 26, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

MINUTES OF THE BOARD.

Letter of Henri M. Braen, treasurer of the Mahopac Falls Railway Company, in answer to complaint of Thomas Hill. Ordered usual course.

Communication of Jno. B. Gray, forwarded by Edward Vernon, Esq., relative to the Druen and Veeder brake. Ordered filed.

Letter of Austin Corbin, Long Island Railroad Company, relative to the decision in complaint of Farmers' Co-operative Union. Ordered filed and case closed.

Letter of Fred. Martin, general superintendent Brooklyn Elevated road, relative to guarding of rear platform. Ordered filed.

Letter of J. R. Foster, relative to automatic couplers. Ordered that the Secretary write that the law does not give the Board power to determine the kind to be used, but the Board does propose to have tests made sometime next spring and will then give some expression of opinion on the subject. Notice will be given you of this test in time.

J. M. Toucey, relative to Troy Union depot. Laid over one week.

Letter of W. O. McDowell, relative to an occurrence on the New York and Sea Beach railroad, where two trains barely escaped collision. Ordered that the Secretary write for a special report of the accident, occurring January 13, 1886, A. M., as alleged by W. O. McDowell.

Complaint of J. C. Henderson v. The New York Central and Hudson River Railroad Company. Ordered usual course.

Letter of Beardsley and Beardsley, relative to Burdick complaint. Ordered filed.

Letter of L. G. Doane, M. D., relative to tracks in Twenty-eighth and Twenty-ninth street, New York city. Ordered filed.

Ordered, that the Secretary inform Mr. Stevenson, superintendent New York, New Haven and Hartford Railroad Company, that if the special report of the accident at Pelhamville is not received by Tuesday next, the Board will be obliged to subpoena him.

Commissioner Kernan called up his report in the case of Burdick and City of Watertown v. The Utica and Black River Railroad Company. After amendment the report was adopted and ordered issued; Commissioner O'Donnell not voting and laid over one week. Ordered, that \$5 be appropriated for securing the opinion of the United States Court.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

FEBRUARY 2, 1886.

At the appointed hour, 10:15 A. M., the Secretary called the roll. Present—Commissioner Rogers.

No quorum being present an adjournment was effected until 10:15 A. M., February 3d.

WILLIAM C. HUDSON,
Secretary.

FEBRUARY 3, 1886.

The Secretary called the roll. Present—Commissioners Kernan and Rogers.

Commissioner Kernan, as a question of privilege, stated that he had been detained as a witness in court on the previous day at Utica.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter from the New York and Harlem Railroad Company, relative to fires in cars and no conductors on Madison avenue cars. Ordered usual course.

Letter of John King, New York, Lake Erie and Western, relative to complaint of Henry C. Vail. Ordered usual course.

Letter Theodore Voorhees, Troy Union depot. Ordered that the matter be laid over one week, and that in the meantime the Secretary inquire when the next meeting will be held, with the request to answer immediately.

Letters of H. G. Young and G. H. Gorsline, Mechanicville v. The Delaware and Hudson Canal Company. Ordered, laid over, with instruction to Secretary to send a copy of Mr. Young's letter to Mr. Gorsline with the query as to what the proposition consisted of and what action had been taken.

Letter of U. G. Paris, Sandy Hill v. The Delaware and Hudson Canal Company. Referred to Commissioner Kernan.

Letter of Mr. Van Etten, relative to an improvement. Ordered filed with improvements.

Letter of F. K. McKeen, relative to couplers. Ordered filed, and Mr. McKeen written to that a public test will be ordered in the spring.

Letter of I. H. Maynard, relative to annual report of the Ulster and Delaware Railroad Company. Ordered usual course.

Letter of J. H. Strahan, relative to annual report of the Manhattan Elevated Railway Company. Ordered usual course.

Petition of residents of Brier's Hill, St. Lawrence County. Ordered usual course.

Petition of citizens of Utica. Ordered usual course.

Ordered, that the Cherry Valley, Sharon and Albany Railroad Company, the Schenectady and Duaneburgh, New York and Canada, and the Mechanicville and Fort Edward Railroad Company, and the lessor companies of the Delaware and Hudson Canal system, be excused from making quarterly report.

Ordered, that bill of Stanley Y. Southard at \$100 per month for January be approved and the rate of compensation for said Southard be continued at \$100 per month.

Ordered, that the decision in the case of Burdick et al. v. The Utica and Black River Railroad Company be issued.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

FEBRUARY 9, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

Commissioner O'Donnell stated as a question of privilege that he was summoned home by reason of a fire in one of his buildings, and was there detained.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of C. Sullivan, relative to want of fire and conductors on the Madison avenue street line. Referred to Commissioner Kernan.

Letter of Henry C. Vail, relative to operations of local trains on the New York, Lake Erie and Western railroad. Ordered case closed and papers filed.

Letter of Charles E. Gorsline, relative to the Mechanicville complaint. Ordered to lie over one week.

Letter of D. C. Littlejohn, relative to the building of a road to be operated only in summer time. Ordered, that Secretary send the following answer:

"In reply the Board has to say that in the case presented there seems to be good reason why the proposed road should be authorized to run a portion of the year. It will require an act and the Board will recommend an act presented to it which, applicable to roads having only summer business, whether passenger or freight, under proper restrictions, shall accomplish the desired result. After a road is built it should be operated as far as public convenience requires, but in such a case as you mention and in the case of some passenger summer roads there would seem to be no necessity for winter operation.

Letter of Theodore Voorhees, relative to Troy Union depot. Laid over one week.

Letter of C. M. Depew, relative to Herkimer station, called up by Commissioner Kernan. Referred to Commissioner Kernan.

Letter of Thomas T. Hill, relative to his complaint against Mahopac Falls Railroad Company. Ordered, that a copy of the letter and the petitions accompanying be sent the company.

Letter of George I. Magee, relative to complaint of Corning Glass Works. Ordered, that copy be sent Corning Glass Works.

Letter of F. Lansing, relative to Burdick case. Filed with Burdick papers.

Letter of Godfrey Rhodes, relative to automatic freight brakes. Referred to Commissioner Rogers.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

FEBRUARY 16, 1886.

The Board met pursuant to rule. Present—Commissioners Rogers and O'Donnell. Absent—Commissioner Kernan in attendance upon the funeral of the late ex-Governor Seymour.

Commissioner Rogers moved that Commissioner O'Donnell in the absence of Commissioner Kernan take the chair. Carried.

The Secretary submitted the unfinished business, under the rule, as follows:

Answer of the Ulster and Delaware Railroad Company, to the complaint of I. H. Maynard. Ordered usual course.

Letter of H. P. Sinclair, of Corning Glass Works, relative to complaint of said company against the Fall Brook Coal Company. Ordered, that the Secretary send communication back for the names of those for whom the Fall Brook Coal Company was switching.

Letter of Henry M. Braen, Mahopac Falls Railroad Company, relative to complaint of Thomas T. Hill. Referred to Commissioner Rogers.

Letter of A. P. Mann, president of the New York and Sea Beach Railroad Company. Ordered, that Secretary inform the company that it is a rule of the Board under circumstances similar to those which have arisen in the case of the New York and Sea Beach Railroad Company, to have the accountant examine the books of said company and prepare a statement for the Board, a copy of which is sent the company concerned and a hearing given said company to point out errors and take exceptions to the statement, if any such are to be made.

Letters of Charles E. Gorsline, relative to the complaint of the Board of Health of Mechanicville v. The Delaware and Hudson Canal Company. Laid over one week.

Letter of Theodore Voorhees, Troy Union depot. Laid over one week.

Letter of Utica and Black River Railroad Company, relative to petition of residents of Brier Hill. Ordered usual course.

Commissioner Rogers reported that he had attended a meeting of the executive committee of the Master Car Builders' Association last week and reported the result of his investigation in the matter of the freight car couplers.

Commissioner Rogers moved that the following circular be adopted and issued:

"Section 4, of chapter 438, of the Laws of 1884, provides that 'after July 1, 1886, no couplers shall be placed upon any new freight car to be built, in whole or in part, upon any steam railroad in this State, unless the same can be coupled and uncoupled automatically without the necessity of having a person guide the link, lift the pin by hand or go between the ends of the car.'

"The Board desires an expression of opinion from the employees of your road most competent in your judgment to give such opinion, as to the best form of coupler that has come under their observation in practical operation, together with any facts to sustain their conclusions. Will you please procure and forward to this Board such expressions of opinion at the earliest moment practicable, with any comments thereon that you desire to make." Carried.

Commissioner O'Donnell moved that the following letter be sent the Utica and Black River Railroad Company:

Reports having come to the Board that the depot building on your road at Boonville is old and dilapidated with no waiting-room for ladies, or water closet accommodations, you will please inform the Board if such statement is true, and if so, what if anything is proposed to be done in the matter by the road. Also, the attention of the Board has been called to the want of sufficient closets at the Port Leyden station. Please give this letter your immediate attention. Carried.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

FEBRUARY 23, 1886.

The Board met pursuant to rule. Present — Commissioners Kernan and Rogers.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Letter of J. F. Maynard, Utica and Black River Railroad Company, relative to the Burdick decision. Ordered, that time be granted until the 9th of March.

Letter of A. W. Gregory relative to complaint of Citizens of Brier Hill v. The Utica and Black River Railroad Company. Ordered filed.

Letter of James F. Mann relative to the legislation required for the Utica and Mohawk Railroad Company. Referred to Commissioner Rogers.

Letter of H. P. Sinclair, Corning Glass Works. Ordered, a copy be sent the Fall Brook Coal Company.

Letter of D. C. Dow, cashier First National Bank of Cobleskill v. The American Express Company. Ordered usual course.

Commissioner Rogers reported upon the matter of James F. Mann, referred to him by letter, which was ordered issued.

On motion of Commissioner Kernan, ordered that the Secretary send for the earnings and expenses of the Madison Avenue Railroad Company from Mott Haven down to Eighty-sixth street.

The bill entitled "An act to regulate the transportation of explosives," being taken up for amendment, it was ordered that the Board recommend the amendment of the bill as shown in the following amended bill, Commissioner Rogers voting in the affirmative, but stating it, as his opinion, that gunpowder should be included.

AN ACT to regulate the transportation of explosives.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. It shall not be lawful to transport, carry or convey, or deliver to be transported, carried or conveyed, or cause to be delivered to be transported, carried or conveyed, any of the substances known as dynamite, nitro-glycerine, nitrooleum or blasting oil, or nitrated oil, or powder mixed with any such oil, or fiber saturated with any such article or substance, or any dangerous explosive article, substance or compound in any vehicle or vessel which is being used in transporting passengers, or in any train of cars used in transporting passengers; provided that an ordinary freight train with a caboose, or passenger car used as a caboose, shall not be construed as such a train of cars within the meaning of this act.

§ 2. It shall not be lawful to ship, send or forward nitro-glycerine, dynamite, nitrated oil, nitrooleum or blasting oil, or other like explosive oil or liquid substance, or to transport the same upon any vehicle or vessel of any description or to deliver the same or cause the

same to be delivered to be so transported, carried or conveyed, unless the same shall be securely and safely packed, separate from all other substances, and the outside of the package containing the same be marked or labeled in a conspicuous manner with the words "explosive—dangerous."

§ 8. Any person or persons who shall knowingly violate any of the provisions of this act shall be deemed guilty of a misdemeanor, and punished by a fine of not more than \$5,000 or by imprisonment not exceeding two years, or by both.

§ 4. This act shall take effect immediately.

Commissioner Kernan reported in the matter of Coxe et al. v. The New York Central and Hudson River Railroad Company, as follows:

Alfred C. Coxe and others v. The New York Central and Hudson River Railroad Company. On February 20, 1886, Commissioner Kernan saw the railroad authorities in regard to this complaint, as to the failure to permit passengers to take the limited express at Utica and to ascertain in advance whether seats can be obtained or not. It was agreed that hereafter information shall be sent to the agent at Utica in advance of the train, so that persons can from him purchase tickets for such seats as are unsold. This ought to satisfy the complainants. Adopted and ordered issued.

Commissioner Kernan reported on the complaint of The Village of Herkimer v. The New York Central and Hudson River Railroad Company, as follows:

In the matter of the Herkimer station, etc. On February 20, 1886, Commissioner Kernan was informed by President C. M. Depew that immediate action would be taken in this matter to determine what will be done by the road under the recommendations of the Board. The matter should lay over until March 2, 1886. Adopted.

Commissioner Kernan called up the matter of Sullivan v. The New York and Harlem Railroad Company and asked that it be laid over until a report of the earnings and expenses of the line from Mott Haven to Eighty-sixth street could be obtained.

Commissioner Rogers moved that the Secretary consult with Senator Low, Chairman of the Railroad Committee, as to whether it would be agreeable to the Senate Railroad Committee to have a hearing upon the bills recommended by the Board, and, if so, whether it would be preferable to have that hearing before or after the Assembly had acted, and report to the Board.

Commissioner O'Donnell moved to amend that the Secretary be directed to visit Senator Low, Chairman of Senate Railroad Committee, and ascertain the present position of the bills recommended by the Board, and what, if any, further action would be required by the committee to be taken by the Board. This amendment was accepted by Commissioner Rogers.

Commissioner O'Donnell then moved to strike out so much of the question as was offered by Commissioner Rogers.

Commissioner Rogers voted nay, and Commissioners O'Donnell and Kernan aye.

On the question as amended, Commissioner Rogers voted nay, and Commissioners O'Donnell and Kernan aye.

The Board adjourned until March 2d, 1:30 P. M.

WILLIAM C. HUDSON,
Secretary.

MARCH 2, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. Commissioner O'Donnell telegraphed that he was on the way.

The minutes were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Communication of C. M. Depew, New York Central and Hudson River Railroad Company, in reference to the complaint of Loper and Burr. Ordered copy sent to Messrs. Loper and Burr.

Answer of the New York Central and Hudson River Railroad Company, to complaint of J. C. Henderson & Co., of Troy. Ordered usual course.

Letter of J. H. Strahan, in reply to answer of Manhattan Railway Company to his complaint. Laid over one week.

Letter of I. H. Maynard, in reply to Ulster and Delaware Railroad Company, to his complaint. Hearing set down for March 16th, 2 P. M., at Albany.

Complaint of Anglo-Swiss Condensed Milk Company v. The New York, Ontario and Western, New York, Lake Erie and Western, and New York, Susquehanna and Western Railroad Companies.

Answers of New York, Ontario and Western and the New York, Lake Erie and Western Railroad Companies to complaint of Anglo-Swiss Condensed Milk Company. Ordered usual course.

Answer of American Express Company.

Complaint of First National Bank of Cobleskill. Ordered usual course.

Letter from Mahopac Falls Railroad Company. Ordered filed.

Letter of Mr. Van Horne, Utica and Black River railroad. Ordered laid over until Commissioner O'Donnell could be present.

Letter of James F. Mann, Utica and Mohawk Railroad Company. Ordered filed.

Letter of A. Bleecker Banks relative to complaint of citizens of Rensselaer county. Laid over.

Letter of Chauncey Hagadorn, relative to the Rochester and Pittsburgh Railroad Company. Laid over one week.

Communication of the Governor relative to the information that no cars are running on the Dry Dock, East Broadway and Battery railroad. Referred to Commissioner Kernan. The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

MARCH 4, 1886.

The Board met by unanimous consent. All present.

Commissioner Kernan submitted a report on the matter of the stoppage of the cars on the Dry Dock, East Broadway and Battery railroad in New York city. After discussion and amendment the report was adopted and copies ordered sent to the Governor, the Attorney-General and the president of the Dry Dock, East Broadway and Battery Railroad Company.

The Secretary submitted a communication from the Governor through his private secretary, conveying the information of the stoppage of cars on the Atlantic avenue system in Brooklyn. Ordered, that a copy of the report on the Dry Dock, East Broadway and Battery railroad stoppage be sent to Mr. Richardson, president of the Atlantic Avenue Railroad Company, Brooklyn.

Commissioner Rogers submitted verbally a statement of the delay of the New York, New Haven and Hartford Railroad Company, on forwarding reports of accidents, and a draft of a letter thereupon to be sent to the superintendent. Ordered sent.

The Secretary submitted a communication from the Senate, referring a bill introduced by Senator Smith to the Board for its consideration and requesting report within ten days. Referred to Commissioner Rogers.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

MARCH 9, 1886.

Board met at 10:15 A. M. Present — Commissioners Kernan and Rogers.

Absent, Commissioner O'Donnell in New York relative to Brooklyn street car troubles.

Thos. Higgins of the Troy and Lansingburgh Railroad Company and Mr. John Hickey representing employees, appeared before the Board in reference to the strike of employees of the road.

The Board adjourned to Troy.

At Troy, a hearing was given Mr. Wm. Kemp, president, Mr. Clark, vice-president, and Mr. Clemminshaw, director, on behalf of the road; and P. D. Cattanoach, John Hickey and J. A. Ferguson on behalf of employees. By mutual consent the following document was agreed upon and signed by the representatives of both interests:

TROY, N. Y., March 9, 1886

Board of Railroad Commissioners:

Present — Commissioners Kernan and Rogers.

The Board of Railroad Commissioners suggests the following as a settlement of difficulties between the Troy and Lansingburgh Railroad Company and its employees.

1. That lines be all started at once under present arrangements and so continued until decision of Railroad Commissioners shall be made, and until the time fixed by the Board, within which any changes recommended are to be made, shall expire.

2. The employees, through the executive board of the Knights of Labor, to present to Board a written statement of complaints and grievances on or before March 12, 1886. Road to answer same within three days after service of same on it by the Board of Railroad Commissioners.

3. The Board of Railroad Commissioners to make a full investigation as to all differences and its decision and recommendations to be accepted as a settlement of existing difficulties.

THE TROY AND LANSINGBURGH RAILROAD,
by WILLIAM KEMP, *President.*

P. D. CATTANOACH,
D. M. W. D. A. 68.

The Board adjourned to Albany, March 10, 1886, 1:30 P. M.

WILLIAM C. HUDSON,
Secretary.

MARCH 10, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Report of the inspector on the accident near Avon on the Buffalo, New York and Philadelphia railroad. Referred to Commissioner Rogers.

Letter of S. W. Hall in answer to the reply of the New York, Lake Erie and Western Railroad Company to his complaint. Referred to Commissioner Rogers.

Letter of the Utica and Black River Railroad Company in reference to the decision of the Board in the matter of Nelsen Burdick v. The Utica and Black River Railroad Company. Ordered, that the Secretary write that the Board will adjudicate upon the right of parties to have switches when such applications are made; that the principles which are to govern the construction of private switches are stated in the decision referred to.

Letter of J. M. Toucey, in reference to the Troy Union depot. Laid over.

Commissioner Rogers moved that the New York and Sea Beach Railroad Company be asked whether they have equipped their cars with the automatic safety brakes, in accordance with the provisions of chapter 439, Laws of 1884. Carried.

Letter of O. K. King relative to New York District Railway Company. Ordered filed.

Charles E. Gorsline relative to Mechanicville complaint. Ordered, that he be asked whether any thing had been arranged at the meeting which has been held.

Complaint of Ferry F. Irish v. Atlantic Avenue Railroad Company. Usual course.

Answer of J. C. Henderson & Co. to the reply of the New York Central and Hudson River Railroad Company to the complaint of J. C. Henderson & Co. Referred to Commissioner Rogers to determine whether a hearing is necessary and report to the Board, and, if so, in his discretion to fix a date for said hearing.

Complaint of highway commissioners of town of Riga v. New York Central and Hudson River Railroad Company. Usual course.

A. Bleecker Banks' answer to petition of residents of Rensselaer county. Ordered, that matter be referred to Commissioner Rogers to have hearing at the Albany side of the bridge at 11 A. M., Saturday.

Resolutions of the Dry Dock, East Broadway and Battery Railroad Company. Ordered filed.

Answers of the Anglo-Swiss Condensed Milk Company v. The New York, Ontario and Western and the New York, Lake Erie and Western Railroad Companies. Laid over.

Letter of John Allyn. Ordered filed.

Recess.

AFTER RECESS, MARCH 11, 1886; 10 A. M.

The Board met pursuant to adjournment. All present.

The complaint of Craig, Hall & Co. was submitted by the Chairman. Ordered usual course.

Application of Otis Elevating Railway Company for increase of capital stock, was submitted. Ordered usual course.

Commissioner Kernan submitted the following resolution, accompanied by bill.

Resolved, That the annexed bill, entitled "An act to provide for the adjustment of grievances and disputes that may arise between common carriers and their employees," be recommended to the consideration of the Legislature.

An Act to provide for the adjustment of grievances and disputes that may arise between common carriers and their employees.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever a dispute or grievance shall arise between a railroad corporation, owning or operating a railroad in this State, and its employees, it shall be the duty of the Board of Railroad Commissioners, upon the joint request in writing of the railroad corporation and such employees, or of any association or organization representing such employees, to investigate the said dispute or grievance upon due notice to the parties thereto, or their representatives, and to prosecute such investigation with all the powers conferred by law upon said Board. Said Board may likewise hold such an investigation at any time upon its own motion if it deems it to be for the public interests.

§ 2. The findings of fact and the recommendations of said Board shall be served personally or by mail upon the parties, or their attorneys, within fifteen days after the close of the investigation, and they shall likewise be transmitted to the Attorney-General for his consideration and action; and the recommendations of the Board shall be deemed *prima facie* just and reasonable. When so agreed by the parties, prior to the rendering of the decision of the Board, such findings and recommendations shall be final and conclusive.

§ 3. Upon the request of either party to the controversy, or of his own motion if he shall deem it to be for the public interest, the Attorney-General shall, upon due notice of motion to the parties, or upon an order to show cause duly granted by said court, move before the Supreme Court of the district in which said investigation, or any part thereof,

was held, that the recommendations of said Board be made the judgment of said court. The court shall have power to try issues made or ordered as provided by law in cases pending before the Special Term, and to determine the same; and to adjudge that such recommendations or any part thereof, whether as made by the Board or as modified by the court, be made and entered as a judgment of said court, together with such costs and disbursements as it shall allow; and said decisions, when so made and entered, shall be a judgment of said court to be enforced, and to be appealed from as provided by law in case of a judgment duly made and entered in the Supreme Court upon the decision of the Special Term.

§ 4. The provisions of this act shall apply to all railroads and railways, and the corporations, receivers, trustees, directors and others owning or operating the same in this State and their employees, and also to all sleeping and drawing-room car companies or corporations, and to all other associations, partnerships, companies or corporations engaged in transporting passengers or freight upon any railway in this State as owners, leasees or otherwise, and their employees.

§ 5. This act shall take effect immediately.

Commissioner Kernan moved that the resolution and bill be laid upon the table until next meeting.

Commissioner O'Donnell reported that he had been absent from late meetings of the Board acting as arbitrator between certain railroads in New York and Brooklyn and their employees, and that the difficulties have been amicably settled.

The bill relating to elevated railroads in Brooklyn, referred by the railroad committee of the Assembly, was submitted. Ordered placed on file and that the accountant be instructed to make an examination of the accounts of said road.

Also bill Introductory No. 868. Ordered, that Board are to appear before the committee on railroads in Assembly at 8 P. M., March 11th, on the act.

Also Elevated railway of New York. Referred to the Board, argument having been heard from J. T. Davies, the matter is deferred until counsel is heard from; in the meantime a copy of stenographer's notes to be sent Mr. Davies.

Also the Senate bills 180, 181, 182. Referred to the Board.

Letter of First National Bank of Cobleskill in answer to reply of American Express Company. Ordered, that a copy be transmitted to American Express Company.

Commissioner Kernan submitted a bill amending the "Explosive Act," which after discussion was adopted. Ordered, that the bill, as amended, be recommended to be substituted for the bill now before the Assembly, and that a copy be sent to Mr. Green of the Rand & Laffin Powder Company.

Ordered, that the following letter be sent to the New York, Lake Erie and Western Railway Company:

March 11, 1886.

JOHN KING, Esq., *President New York, Lake Erie and Western Railway Company:*

DEAR SIR—Complaint has been lodged with this Board by W. C. Anthony, and corroborated by others, that the passenger station of the New York, Lake Erie and Western railway at Greycourt is in an uncleanly condition generally; that the water-closets are offensive and need immediate cleansing.

You will please give this matter attention and report your action to the Board.

B the Board.

WILLIAM C. HUDSON,
Secretary.

Board adjourned.

WILLIAM C. HUDSON,
Secretary.

MARCH 16, 1886.

The Board met pursuant to rule. All present.

Minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Complaint of the trustees of the village of Mt. Morris, Livingston county, N. Y., v. The Buffalo, New York and Philadelphia Railroad Company. Ordered usual course.

Of Chauncey Hagadorn. Ordered, that Secretary write, inquiring why no answer has been received to the letter of Commissioner Rogers.

Of Julian T. Davies, relative to bill of the New York Elevated railway. Ordered filed.

Letter of J. C. Fargo, American Express Company, relative to complaint of the First National Bank of Cobleskill. Ordered sent to bank.

Commissioner Rogers reported that, in the matter of the petition of the citizens of Rensselaer county against the North and East Greenbush Railroad Company, referred to him, he had held a hearing at the Albany end of the Greenbush bridge, and that the matter, at the

request of the complainants, is held in abeyance, pending the results of a meeting between a committee of the complainants and the railroad authorities.

Commissioner Rogers reported that a communication from the Governor had been received asking information concerning the East Side and Mount Vernon Railroad Company, and that he had sent for the secretary of the company, secured the needed information and reported to the Governor.

Commissioner Rogers reported that he had had under consideration the matter of J. C. Henderson & Co., and submitted a letter. Laid over until next session of Board.

Commissioner Rogers reported in the matter of S. W. Hall v. The New York, Lake Erie and Western Railroad Company. Ordered, that Inspector Spencer go down to Elmira and inspect the soundness of the timber of the coal pocket, whose condition is complained of, and the size and method of connection of the diagonal brace; that he notify the company of the date of his visit, and that he report immediately thereafter personally to Commissioner Rogers; further that the affidavits in the case be sent him.

Commissioner Rogers reported in the matter of the bill entitled "An act to permit elevated railroads in the city of New York to connect with other steam railroads, depots and steam ferries," referred to him in writing. Adopted. Ayes—Commissioners Rogers and Kernan. Not voting—Commissioner O'Donnell.

Commissioner Rogers reported in the matter of the Assembly bill entitled "An act relating to the interchanging of traffic with the New York and New England railroad," referred to him in writing. Adopted. Ayes—Commissioners Rogers and Kernan. Not voting—Commissioner O'Donnell.

Commissioner Rogers reported in the matter of the Senate bill entitled "An act to amend chapter 140, Laws of 1850, entitled 'An act to authorize the formation of railway corporations and to regulate the same, and the several acts amending the same,'" referred to him in writing. Adopted.

Commissioner O'Donnell offered the following:

WHEREAS, It appears by complaint of the Board, and also in examination heretofore made by the Board that stoves and iron castings as generally handled by railroads entails a great loss upon the shippers and manufacturers by reason of breakage thereof.

Resolved, That a circular be sent to the principal stove and iron casting manufacturers in the State, and also to the principal railroads, inquiring if any practical way can be devised to remedy or lessen such breakage and damage. Laid over temporarily.

Commissioner Kernan called up his report recommending "Arbitration Act" to the Legislature. Laid over.

Recess.

AFTER RECESS, 2 P. M.

Hon. I. H. Maynard for himself, and Hon. A. Schoonmaker for the Ulster and Delaware Railroad Company, appeared before the Board and were heard in the matter of Maynard v. The Ulster and Delaware Railroad Company.

The order of the Board was as follows:

The order of the Board is that the accountant be directed to make an examination of the financial condition of the Ulster and Delaware railroad, and state, from the time of the reorganization, in 1875, the stock and bond account, the floating indebtedness account, and its surplus account and cash account for each year.

Recess.

AFTER RECESS, MARCH 17 1886.

Board in session.

Commissioner Rogers called up his report on the case of J. C. Henderson & Co. v. The New York Central and Hudson River Railroad Company. Ordered, that the letter to J. C. Henderson & Co., as submitted by Commissioner Rogers, be sent.

Commissioner O'Donnell called up his resolution that was laid upon the table at the last session.

Commissioner Kernan moved to amend by inserting after the word inquiring, "as to the extent and causes of such breakage," and by adding to the end: "Answers to this circular are requested within thirty days." Adopted, Commissioner O'Donnell having accepted the amendments.

Commissioner Kernan called up his resolution recommending an act to provide for the adjustment of grievances and disputes that may arise between common carriers and their employees.

The bill having been discussed, the resolution was adopted and amended so as to read as follows:

AN ACT to provide for the adjustment of grievances and disputes that may arise between common carriers and their employees.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. Whenever a dispute or grievance shall arise between a railroad corporation, owning or operating a railroad in this State, and its employees, it shall be the duty of the Board of Railroad Commissioners, upon the joint request in writing of the railroad cor-

poration, and such employees, or of any association or organization representing such employees, to investigate the said dispute or grievance upon due notice to the parties thereto, or their representatives, and to prosecute such investigation with all the powers conferred by law upon said Board. Said Board may likewise hold such an investigation at any time upon its own motion if it deems it to be for the public interests.

§ 2. The findings of fact and the recommendations of said Board shall be served personally or by mail upon the parties or their attorneys, as soon as such decision can be made after the close of the investigation, and they shall likewise be transmitted to the Attorney-General for his consideration and action.

§ 3. The provisions of this act shall apply to all railroads and railways, and the corporations, receivers, trustees, directors or others owning or operating the same in this State, and their employees, and also to all sleeping and drawing-room car companies or corporations, and to all other associations, partnerships, companies or corporations engaged in transporting passengers or freight upon any railway in this State as owners, lessees or otherwise, and their employees.

§ 4. This act shall take effect immediately.

The Secretary submitted a letter from J. F. Maynard, Utica and Black River Railroad Company. Referred to Commissioner Kernan.

Letter of Lackawanna and Pittsburgh Railroad Company. Ordered, that a copy be sent Chauncey Hagadorn.

The matter of the differences between the Troy and Lansingburgh Railroad Company, and its employees was heard, and the determination agreed upon and ordered issued.

Commissioner O'Donnell presented the following telegram:

NEW YORK, *March 17, 1886.*

To JOHN O'DONNELL, *Railroad Commissioner, Albany:*

I request your presence this evening at nine o'clock, at depot corner of Nostrand and Park avenues, Brooklyn, to adjust matter between the Nostrand Avenue railroad and its employees. Answer, care H. D. Donnelly, 206 Broadway.

G. W. VAN ALLEN, *President.*

Commissioner Kernan offered the following resolution:

Resolved, The Board of Railroad Commissioners suggest, first, that twelve hours' continuous service shall constitute a day's work, and that conductors and drivers shall receive \$2 each therefor; second, that all matters of difference be settled by arbitration; third, that pending such arbitration and decision the road be kept running as usual. Carried.

Commissioner Kernan moved that the matter be referred to Commissioner O'Donnell. Carried.

Adjourned to March 18th, 10 A. M.

MARCH 18, 1886, 10 A. M.

Board met pursuant to adjournment. All present.

Commissioner Kernan submitted a report in the matter of the bill relating to fares on the Brooklyn Elevated railroad, referred to the Board by the railroad committee of the Assembly. Adopted. Commissioners O'Donnell and Kernan, ayes. Commissioner Rogers, nay. Ordered, a copy be filed in the office.

Commissioner Rogers offered a minority report. Ordered, that a copy thereof be placed on file with the majority report, and that the Secretary transmit the majority and minority reports to the Assembly railroad committee.

Ordered, that complaint No. 213, Loper & Burr v. The New York Central and Hudson River Railroad Company be referred to Commissioner Kernan, and that a hearing be set down at Loper's place of business, Charlotte, March 25th, 10 A. M.

Commissioner Kernan reported on the communication of the Utica and Black River Railroad Company, relative to the Burdick case by letter. Ordered copy of letter be sent. Adjourned.

WILLIAM C. HUDSON,
Secretary.

MARCH 23, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of Franklin D. Locke, counsel Buffalo, New York and Philadelphia Railroad Company, relative to the Mount Morris complaint. Ordered usual course.

Letter of Thomas C. Miles, Railway Cab and Electric Signal Company. Referred to Commissioner Rogers.

Of S. W. Hall, and of the New York, Lake, Erie and Western Railway Company. Answer thereto. Laid over.

Of J. C. Henderson & Co. Ordered, that a hearing be set down for March 30th, at 2 p. m. and that a copy of the letter of the firm be sent the company.

Of John Moore v. The West Shore Railroad Company. Ordered usual course, and that Secretary direct attention to the allegation of drunken and incompetent employees.

Of papers relative to the application for an increase of capital stock of the Suburban Elevated Railway Company. Ordered, that the papers be sent to the Attorney-General for opinion as to whether the proposed increase of capital should be made under section 9, of chapter 140. Laws of 1850, as amended by subsequent acts, or under section 14, chapter 606, Laws of 1875, as soon as possible, and that this opinion be transmitted to the company.

Messrs. Graham and Best, of the Empire Protective Association appeared before the Board in relation to the "Arbitration" bill recommended by the Board, with the request that it be not allowed to interfere with or conflict with the "Arbitration" bill known as the "Hardin" bill. Referred to the Secretary to execute the wishes of the Board.

Letter of the New York and Sea Beach Railroad Company, relative to compliance with section 6, chapter 439, Laws of 1864. Ordered closed.

The papers in the matter of J. H. Strahan v. The Manhattan Elevated Railway Company. Referred to the accountant to make an investigation, so far as is necessary to meet the allegations of the complaint, and report to the Board.

Letter of First National Bank of Cobleskill v. The American Express Company. Referred to Commissioner Rogers.

Commissioner Rogers submitted a report on the accident occurring on the New York, Ontario and Western railway on March 2d. Adopted and ordered issued.

Commissioner Rogers submitted a report on the accident occurring on the New York, Ontario and Western railway February 18th. Adopted and ordered issued.

Commissioner Rogers moved that the recommendations of the report be issued in the form of a circular to the companies of the State. Carried.

Commissioner Rogers submitted a report in the matter of Thomas T. Hall et al. v. The Mahopac Falls Railroad Company. Adopted and ordered issued.

Commissioner O'Donnell submitted the report in the matter of the Corning Glass Works v. The Fall Brook Coal Co., stating that after a hearing at Corning, followed by correspondence covering many days, the matters at difference had been amicably settled by the parties in interest, with a letter from the Fall Brook Coal Company accompanying, and recommending that the case be closed.

Commissioner Kernan presented the complaint of citizens of Whitesboro v. The Utica, Clinton and Binghamton Railroad Company. Usual course.

In the matter of the complaint of I. H. Maynard v. The Ulster and Delaware Railroad Company. Ordered, that the Secretary write that if the complainant denies all the items in such detail as he mentions in his letter of March 18th, it will be necessary to have two men to examine the accounts of the Ulster and Delaware Railroad Company, and that he be requested to send a clerk to assist the accountant of the Board.

The Board went into executive session on the report of the accountant on the financial condition of the New York and Sea Beach Railroad Company.

In open session, the Board adjourned.

WILLIAM C. HUDSON,
Secretary.

MARCH 30, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Letter of C. M. Depew, New York Central and Hudson River Railroad Company, relative to complaint of A. Ottman, accompanied by letter of S. Goodman, A. G. F. A. Ordered closed and a copy of letters sent to complainant.

Of Corning Glass Works. Ordered filed with papers and case closed.

Of J. C. Henderson & Co., and of C. M. Depew. Ordered case closed.

Of I. H. Maynard, relative to his complaint against the Ulster and Delaware Railroad Company.

Commissioner O'Donnell moved that a copy of Mr. Maynard's letter be sent to the accountant and the draft of a letter be sent to Mr. Maynard. Carried.

Of H. P. Sinclair, secretary Corning Glass Works. Ordered filed and case closed.

Letter of Chancey M. Hagadorn, relative to the Nunda complaint. Referred to Commissioner Kernan.

The matter of S. W. Hall was called up.

Commissioner Rogers moved that the draft of a letter submitted by him be sent to the New York, Lake Erie and Western Railway Company.

Commissioner Rogers submitted a report on accident occurring on the Buffalo, New York and Philadelphia railroad, on February 22d. Ordered adopted and issued.

Commissioner Rogers moved that the decision in relation to the accident on the New York, Ontario and Western railway, occurring on February 18th, be issued and sent to all the roads.

Commissioner O'Donnell reported as follows:

That since the last official meeting of the Board on telegrams from W. H. Hayes, president of the Eighth and Ninth Avenue Railroad Companies, he went to New York, and had an interview with the president of said road, and on learning of the difficulties with the employees, suggested a plan of settlement.

The following telegram explains the situation:

Hon. Jno. O'Donnell:

All pleasantly arranged this morning.

W. H. HAYES.

Commissioner O'Donnell reported, as follows:

That since the last Board meeting he had received a telegram from President Beers asking him to come to Brooklyn and visit him in relation to a threatened strike on the Sumner, Reed and Ralph Avenues railroads of Brooklyn. In reply, he sent a telegram to President Beers to try and settle the matter on the basis of the settlement of President Richardson and the Empire Protective Association, and also that he communicated with said association, and that although the roads were tied up, that all difficulties are now amicably settled.

Commissioner Rogers moved to accept the reports, with the minute that the action as reported was Commissioner O'Donnell's individual action. Carried.

NEW BUSINESS.

Letter of Fay Brothers. Ordered, that the Secretary write that the transportation companies he complains of are out of the jurisdiction of the Board.

Communication of C. S. Borland.

Commissioner Kernan moved that the Secretary reply that under section 44, chapter 140, Laws of 1860, which reads as follows: "The road is bound to erect and maintain farm crossings, and that it has no right to require as a condition for so doing, the signing of any agreement by the owner or occupant."

Commissioner O'Donnell moved as an amendment that the Secretary write the company inclosing the complaint, and inquire under what authority the company asks the complainant to sign this contract, with all the facts and equities in the case. See section 44, General Railroad Act of 1860, and section 8, chapter 282, Laws of 1884.

The amendment was accepted by Commissioner Kernan, and the resolution carried.

Of Charles Overton. Commissioner Rogers moved that the Secretary write that the Board has jurisdiction and that if he desires his letter used as a complaint the Board will act by sending it to the company and calling upon it for answer.

Letter of Mr. Cary.

Commissioner O'Donnell moved as follows:

That the Secretary inform Mr. Cary that if he will make a complaint to the Board alleging the facts in the case as stated in his communication and asking the Board to investigate the whole case to protect the rights of bond and stockholders, they will investigate the matter. Or if he will get his member of the Legislature to pass a resolution requesting the Board to so investigate, attention will at once be given to it by the Board. Carried.

Commissioner O'Donnell moved the following resolution:

WHEREAS, it is reported that the accountant of this Board, Mr. H. M. Thompson, has acted as accountant for one of the parties of the New York and Sea Beach Railroad Company, outside of the work of the Board, receiving therefor a pecuniary compensation, therefore,

Resolved, That he report to the Board the facts in the case, and if compensation has been so received, what amount, and by what authority he so acted, and until Mr. Thompson has had sufficient time to answer, this resolution be not given to the public.

Commissioner Kernan moved to lay said resolution upon the table for a week.

[NOTE.—See page 276, for answer.]

Senate bill No. 220, being "An act to amend chapter 441, Laws 1884," referred by the railroad committee of the Senate to this Board for an opinion, was submitted and considered. Report was adopted, ordered placed on file and sent to the railroad committee.

Commissioner Kernan reported on the matter of C. Sullivan v. The New York and Harlem Railroad Company, by letter. Ordered copy be sent.

Adjourned.

WILLIAM C. HUDSON, *Secretary*.

APRIL 6, 1886.

The Board met pursuant to rule. Present — Commissioner Rogers and O'Donnell.

The Chairman being absent, Commissioner O'Donnell moved that Commissioner Rogers take the chair. Carried.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Letter of J. F. Maynard, vice-president Utica and Black River Railroad Company, relative to the Burdick complaint. Ordered, that Secretary write that Mr. Maynard will be heard on Tuesday, 13th inst., at 10 A. M.

• Letter of S. M. Felton, jr., vice-president New York, Lake Erie and Western Railroad

Company, relative to the complaint in the matter of Graycourt. Ordered, that a copy of letter be sent to W. C. Anthony and case closed.

Letter of Rodney Churchill, a complaint against the Delaware and Hudson Canal Company. Ordered usual course.

Complaint of Charles Overton v. The Coney Island Railroad Co. Ordered usual course. S. R. Filley, relative to the increase of the capital stock of the Suburban Rapid Transit Company. Ordered filed and case closed.

Commissioner O'Donnell moved that the letter be referred to Commissioner Kernan to draft an act providing that the provision relating to the proposed increase of capital under the General Railroad Act, chapter 133, Laws of 1880, shall be applied to rapid transit on elevated roads. Carried.

Dr. Theo. L. Franklin, of Farmingdale, complaint against Long Island Railroad Co. Commissioner O'Donnell moved that the communication be returned with instructions to specify the points between which four and five cents a mile are charged. Carried.

Application of James I. Scollard, Utica, Clinton and Binghamton Railroad Company, for time in which to answer, he extended one week. Granted.

Commissioner Rogers submitted a report by letter in the matter of first National Bank of Cobleskill v. The American Express Company.

Commissioner O'Donnell moved that the report be suspended until such time as the bank can inform the Board as to the amount of its annual shipments.

Commissioner Rogers submitted a report on the bill entitled "An act to amend chapter 140 of the Laws of 1850, entitled 'An act to authorize the formation of railroad companies and to regulate the same.'" Referred by the Assembly railroad committee to the Board.

Nay — Commissioner O'Donnell. Aye — Commissioner Rogers.

Commissioner Rogers submitted a report on the bill entitled "An act to amend chapter 606, Laws of 1875, entitled 'An act further to provide for the construction and operation of a steam railway or railways in the counties of the State,'" and the bill substituted for the above. Referred to the Board by the railroad committee of the Assembly.

Nay — Commissioner O'Donnell. Aye — Commissioner Rogers.

Commissioner Rogers gave notice that at the next session he would bring the reports up for further consideration. Recess.

APRIL 6, 4 P. M.

Board again in session, Commissioner Kernan in the chair, who stated that he had been prevented from attending the morning session by reason of fire.

Commissioner Rogers called up his report on the Senate bill amending chapter 140, Laws of 1850, referred to this Board by the Assembly railroad committee, and moved its adoption. Carried.

Ayes — Commissioners Rogers and Kernan. Nay — Commissioner O'Donnell.

Ordered, that the Secretary transmit it immediately.

Commissioner Rogers called up his report on the Assembly bill amendatory of chapter 606, Laws of 1875.

Commissioner Kernan moved that the bill be made the subject of a public hearing on Thursday, April 8th, at 1:30 P. M., and that Mayor Grace be invited to be present in person or by counsel. Carried.

Recess until to-morrow, April 7th.

AFTER RECESS, APRIL 7, 1886.

Board met pursuant to adjournment.

Commissioner Kernan in the chair.

Commissioner Rogers submitted the draft of a circular relative to color blindness, to be sent to the various roads, and moved its adoption. Carried.

Commissioner Rogers reported on the Electric Cab Signal device, referred to him. Accepted.

Commissioner Kernan called attention to the bill seeking to amend section 83, chapter 140, Laws of 1850.

Commissioner Rogers moved that answer be made by transmitting a report made on a similar bill during the session of 1885, with the statement that there has been no change in the views of the Commission since that report was made.

Pending its consideration, a message from the Governor was received.

Commissioner Kernan moved that the following minute be made:

The Governor having sent an informal inquiry by messenger, as to the bill entitled "An act for the relief of the Utica and Mohawk Railroad Company," the Board sent an informal reply by the same messenger that there was nothing objectionable in the bill, and that it ought to be signed.

Commissioner Rogers moved as an amendment, that the draft of a letter to the Governor in reply submitted by him, be adopted.

On the question being put to the Board: Commissioner Rogers voted aye, and Commissioners O'Donnell and Kernan voted nay. Amendment lost.

On the original question: Commissioners O'Donnell and Kernan voted aye. Commissioner Rogers voted no, for the reason that the matter was an incorrect statement of fact.

Board adjourned. WILLIAM C. HUDSON, Secretary.

MINUTES OF THE BOARD.

APRIL 12, 1886.

The Board met at 3 P. M. Commissioner O'Donnell in the chair, Commissioner Kernan being absent, but arrived subsequently and took the chair.

F. M. Scott, Esq., J. P. Wood, Esq., and C. P. Shaw, Esq., were heard on the bill to amend chapter 606 of the Laws of 1875.

The Board adjourned until 9:30 A. M., April 13, 1886.

APRIL 13, 9:30 A. M.

The Board met pursuant to adjournment. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of Dr. Franklin, of Farmingdale, alleging overcharges in passenger and freight rates.

Commissioner O'Donnell moved that the Secretary write to Dr. Franklin, requesting specifications as to overcharge in freight rates. Carried.

Commissioner O'Donnell moved that the Secretary write the Long Island Railroad Company for tariff of rates for passengers from station to station and of excursion and commutation rates. Carried.

Letter of Brooklyn, Flatbush and Coney Island Railroad Company, in answer to complaint of C. Overton. Usual course.

Letter of J. M. Toucey, New York Central and Hudson River Railroad Company. Ordered, that a copy be sent to highway commissioners of the town of Riga.

Of D. C. Dow, cashier of First National Bank of Cobleskill.

Commissioner Rogers called up his report on the complaint of Dow v. The American Express Company. Ordered adopted and sent.

Complaint of Village Trustees of Bath v. The New York, Lake Erie and Western, and Delaware, Lackawanna and Western Railroad Companies. Ordered usual course.

Commissioner Rogers submitted report of inspector on ventilation. Laid on table.

Commissioner Kernan called up report on the bill amendatory to section 33, chapter 140, Laws of 1850.

Report adopted.

Ayes — Commissioners Rogers and Kernan.

Nay — Commissioner O'Donnell, who gave notice that he would make a minority report.

Mr. H. G. Young, Delaware and Hudson Canal Company, was heard as to the matter of the complaint of Rodney Churchill, of Saratoga. Ordered, that the Board have a hearing at the depot at Saratoga Springs on Thursday, April 15, at 9:50 A. M.

E. H. Van Horne, superintendent of the Utica and Black River Railroad Company, appeared and was heard in the Burdick matter and presented a communication from the vice-president of the company, which the stenographer took.

President Scollard and Secretary Callanan of the Utica, Clinton and Binghamton Railroad Company of Utica, appeared and were heard in the matter of Citizens of Whitestown and New Hartford against said road and presented a petition from a majority of the petitioners, asking for a withdrawal of the complaint. Ordered, that a copy of the new petition and the letter of J. I. Scollard be sent to petitioners, suggesting that complaint be suspended until it is demonstrated whether the new service is satisfactory.

The Board then went into executive session on the Assembly bill amending chapter 606, Laws of 1875, referred to it.

In open session, Commissioners Kernan and O'Donnell submitted a report upon the bill entitled "An act to amend chapter 606, Laws of 1875, commonly known as the 'Lawlor bill,'" which was adopted.

Ayes — Commissioner O'Donnell and Kernan.

Nay — Commissioner Rogers.

Commissioner Rogers submitted a minority report.

Ordered, that the Secretary immediately transmit the majority and minority reports, and return the bill referred.

Ordered, that copies of the reports be sent to Assemblyman Lawlor, Joseph S. Wood and Charles P. Shaw.

The accountant submitted his report of the examination of the finances of the Ulster and Delaware Railroad Company.

Ordered, that a copy of the report be sent by express to I. H. Maynard, with the original exhibits accompanying said report, with the instruction that the exhibits must be returned, since they are original.

Ordered, that the Secretary notify the accountant to be in attendance upon the Board on April 22d, at the hearing of I. H. Maynard v. The Ulster and Delaware Railroad Company.

Commissioner Kernan submitted a communication from W. and J. Welsh, attorneys for Cray, Hall & Co. Ordered, that the Secretary write and say that soon after the receipt and transmission of the complaint of Cray, Hall & Co. to the company complained of, Mr. Childs, the general manager of said company, called at the office of the Board and stated to Commissioner Rogers that the matters complained of were settled, and that the complaint of Messrs Cray, Hall & Co. would be withdrawn, and that for that reason the Board had taken no further action. Ordered, that the Secretary write the New York, Ontario

and Western Railway Company that a subsequent complaint had been received from Cray, Hall & Co., alleging that no redress has been given, and that the Board desires an immediate answer to the complaint preferred against the New York, Ontario and Western Railway Company.

Commissioner O'Donnell moved that the Secretary write the Utica and Black River Railroad Company in reference to the planking promised at the station at Lowville, and that he call the attention of the company to the fact that the frost is out of the ground and request it to fulfil its promises.

Adjourned until 10 A. M., April 14th.

APRIL 14, 1886.

Board in session.

Secretary submitted, under the rule, the complaint of Mr. Freileweh v. The Kingston City Railroad Company. Ordered usual course.

Commissioner Rogers submitted the report of the inspector upon the Lebanon Springs railroad, and moved that copies of the report be sent to the president and superintendent of said road, with a notice to show cause on Tuesday, 20th inst, why the Board should not recommend a reduction of the rate of speed to twelve miles an hour until the road shall have been put in safe condition. Carried.

The Secretary submitted the resolution passed by the Senate, directing the Board to furnish information as to the computation of dividends of the Albany Railway Company. Ordered on file.

On motion, ordered, that the accountant continue his examination of the finances of the Albany Railway Company, down to the present time.

Letter of John King, president of the New York, Lake Erie and Western Railroad Company, relative to the complaint of S. W. Hall. Ordered, that in all cases where the company complained of have complied, will comply or are complying, that a copy of the communication containing the information be sent the complainant, and that he be informed that unless the Board hears from him or them, to the contrary, it will deem the matter settled to his satisfaction.

Of C. A. Coombs, Boston, Hoosac Tunnel and Western Railroad Company, relative to rates of fare for passengers.

Commissioner Kernan submitted the draft of an answer, and moved that it be sent. Carried.

Commissioner Kernan submitted a letter from C. P. Shaw, with amendments suggested to the Board in relation to chapter 606, Laws of 1875. Ordered filed.

Adjourned until 4 P. M.

4 P. M.

The Board met pursuant to adjournment.

The Secretary submitted, under the rule, the Lawlor bill, referred a second time to the Board by the Assembly railroad committee, to consider additional amendments proposed to the committee, which amendments accompany the bill.

Commissioner Kernan moved that a hearing upon the bill be set down for Saturday, the 17th inst., at 10 A. M., in the city of New York, at Governor's room, City Hall. Carried.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

APRIL 22, 1886.

The Board having been in session in New York city on the 17th, 19th, 20th and 21st instants on the bill to amend chapter 606, Laws of 1875, known as the Lawlor bill, and the street car troubles in that city, met pursuant to adjournment at its office in the capitol.

All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of A. W. Gregory, relative to the complaint of citizens of Brier Hill. Ordered case closed.

Commissioner O'Donnell moved that a rule be made that in case of complaints, complainants be requested to first complain to the company. Referred to Commissioner O'Donnell to submit a rule for the consideration of the Board.

Letter of the New York and Sea Beach Railroad Company, relative to the complaint of C. C. Overton. Ordered usual course.

Reply of Long Island Railroad Company, to request of Board for passenger, freight, commutation and excursion tariffs, in the complaint of Dr. Franklin. Laid over.

Map, lease and letter from Delaware and Hudson Canal Company, in the matter of the complaint of Mr. Churchill. Referred to Commissioner Kernan.

Letter of Dr. Scollard, Utica, Clinton and Binghamton Railroad Company, and accompanying copy of letter to Mr. Boyle, matter of complaint of towns of Whites town and New Hartford v. Utica, Clinton and Binghamton Railroad Company. Ordered filed.

Letter of Delaware, Lackawanna and Western Railroad Company, in reply to complaint of trustees of village of Bath. Usual course.

Verified copy of the proceedings of the meeting of stockholders of the Otis Elevating Railway Company, and proof of publication of notice of meeting received.

Commissioner Rogers moved that the Secretary write, asking under what law the company was chartered and where the railroad runs from and to. Carried.

Reply of Manhattan Beach Railroad Company to complaint of Mr. Overton. Usual course.

Transcript of the communication of the Utica and Black River Railroad Company, presented verbally by Mr. Van Horne. Laid over.

Letter of C. S. Borland, requesting the return of release. Ordered sent after a copy is made, and to write that the case will be regarded as settled unless the Board hear to the contrary.

Letter of Samuel Sloan, Delaware, Lackawanna and Western Railroad Company, relative to complaint of Mr. Merriman. Ordered, that the draft of letter submitted by Commissioner Rogers be adopted and sent. Commissioner Kernan not voting.

Letter of Geo. O. Membery, Sacketts Harbor. Ordered, that copy be sent to officers of the Rome, Watertown and Ogdensburgh Railroad Company.

Complaint of Mr. Crane. Ordered usual course.

Commissioner Rogers submitted a report upon the Senate resolution relative to the Albany railway. Adopted and ordered transmitted.

The Secretary submitted a report of his interview with General Manager White and Superintendent Beekman of the New York, Rutland and Montreal Railroad Company, cited to appear before the Board as to the condition of the road. Accepted.

Commissioner Rogers moved that the Secretary write the officers of the road and request them to state in writing that it does not run at a rate of speed of more than fifteen miles an hour, and to send a time table. Carried.

The Secretary submitted a report that he had postponed the hearing of the case of I. H. Maynard v. The Ulster and Delaware Railroad Company, from the 22d to the 27th, upon the application of the complainant, it being represented that the defendants agreed thereto. Report accepted and approved.

The Secretary made a statement that the president of the village of Mechanicville and the Secretary of the Board of Health, had visited the Board during its absence in New York, relative to the complaint of the Board of Health against the Delaware and Hudson Canal Company. Accepted.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

APRIL 27, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Board heard Mr. Maynard for himself and Mr. Schoonmaker for the Ulster and Delaware Railroad Company in the matter of I. H. Maynard v. The Ulster and Delaware Railroad Company. Further hearing postponed until June 9th, 10 A. M.

Commissioner Rogers presented a report on the amendments offered to the Lawlor bill, referred by the railroad committee of the Assembly to the Board.

Commissioner Kernan offered as a substitute his report upon the same.

On question of adoption, Commissioner Kernan's motion was carried. Commissioner Rogers voting nay; Commissioners O'Donnell and Kernan voting aye.

Commissioner Rogers withdrew the report offered by him and gave notice that he would make a minority report.

A petition of merchants doing business on the line of Third avenue and streets adjacent thereto, asking for relief from damages resulting from the Third avenue strike, having been presented, Commissioner O'Donnell offered the following preambles and resolution:

WHEREAS, It is a matter of public notoriety that the Third Avenue Railroad Company of New York city, have not fulfilled their charter obligations to run cars thereon each and every day, both ways, as often as every fifteen minutes from five to six o'clock A. M.; every four minutes from six o'clock A. M. to eight o'clock P. M., and every fifteen minutes from eight o'clock P. M. to 12 o'clock M., and as much oftener as public convenience may require, etc., and

WHEREAS, A very numerous signed petition of merchants and business men doing business along the entire line of Third avenue on which said railroad is located has been sent to this Board, alleging that by reason of said road not running for the past week, their business has been severely damaged, trade interrupted and directed to other localities, thereby doing an irreparable injury to the petitioners, besides damaging property owners and residents along the line of and adjacent streets thereto, therefore

Resolved, That the Third Avenue Railroad Company be notified if they do not after the receipt of this notice comply with the provisions of their charter in running cars as therein provided, the Board will present the facts to the Attorney-General.

Commissioner Kernan moved to amend Commissioner O'Donnell's resolution by striking out all of his resolution and substituting as follows:

WHEREAS, It is matter of public notoriety that the Third Avenue Railroad Company of New York City has not run their cars for several days past as often as prescribed by its charter, or as often as the public convenience requires, owing to a strike of its employees, and the inability of the road to employ a sufficient number of men in their places, and

WHEREAS, A very numerous signed petition of merchants and business men doing business along the entire line of Third avenue on which said railroad is located has been sent to this Board, alleging that by reason of said road not running for the past week, their business has been severely damaged and trade interrupted and directed to other locations, thereby doing an irreparable injury to the petitioners, besides damaging property owners and residents along the line of and adjacent streets thereto, therefore

Resolved, That the attention of said company and of its said employees be called to the serious injury which an innocent public are suffering while the existing disagreement between the road and its employees continues; also, that the Board recommends as prescribed by law that the Third Avenue Railroad Company shall make every reasonable effort, commensurate with the public necessities, to employ men in sufficient numbers to do the work of operating its cars, and that failure on its part to do its duty in this respect, will make it the duty of this Board to report the matter to the Attorney-General for his consideration and action.

Commissioner Rogers moved to lay the whole matter on the table until the next day. Lost. Commissioners Rogers, aye. Commissioners O'Donnell and Kernan, nay.

Commissioner Rogers moved to amend by striking out all of Commissioner Kernan's resolution, and inserting the following:

WHEREAS, A report is now pending from this Board covering the whole subject of its investigation of the strike upon the Third Avenue Horse railroad, and

WHEREAS, Said railroad appears to be making every reasonable effort to supply the place of its late employees in accordance with law,

Resolved, That this Board would not at present be justified in reporting to the Attorney-General any failure upon the part of the Third Avenue road to comply with the provisions of its charter.

On the question of Commissioner Rogers' amendment, the vote was: Commissioner Rogers, aye; Commissioners O'Donnell and Kernan, nay. Lost.

Commissioner O'Donnell moved to strike out the words "and the inability of the road to employ a sufficient number of men in their places," from Commissioner Kernan's resolution. Lost. Commissioners Rogers and Kernan, nay; Commissioner O'Donnell, aye.

On the question of the adoption of Commissioner Kernan's amendment, the vote was:

Ayes—Commissioners O'Donnell and Kernan.

Nay—Commissioner Rogers. Carried.

The resolution as amended, was then adopted.

The resolution of the Senate of date of 27th inst., having been submitted, Commissioner Kernan offered the following resolution:

Resolved, That accountant be directed to complete financial report presented to this Board on March 30, 1885, from the books and vouchers down to and including September 30, 1885; also, to prepare and submit to Board a statement, showing earnings, operating expenses, deductions from income and net income as per quarterly report form adopted by the Board for each of the past ten years prior to September 30, 1885. Carried.

The Secretary submitted unfinished business under the rule, as follows:

Letter of Mr. Rickerson, Otis Elevating Railway Company. Ordered, that the accountant examine the accounts of the railway company and report to this Board.

Telegram of Ed. Lauterbach asking for copy of stenographer's minutes, etc. Ordered, that he be informed that they purport to be minutes of proceedings of Monday, not of Saturday.

Letter of C. M. Dennison. Ordered, that Mr. Dennison be informed as soon as the Legislature is adjourned and the Board is released from attendance upon it and its duties connected therewith, the Board will investigate the matter of the Utica, Clinton and Binghamton Railroad Company and give a public hearing thereupon, due notice of which will be given.

Letter of S. D. Coykendall, Kingston City Railroad Company, asking ten days additional time in which to answer complaint of Mr. Freileweh. Granted.

Letter of Daniel Crane, relative to his complaint against the Seneca Falls and Waterloo Railroad Company. Ordered filed.

Letter of E. S. Warner, secretary Minnesota Park and Warehouse Commission. Ordered, that the draft of the letter submitted by Commissioner Kernan be sent.

Letter of H. & W. J. Walsh, relative to the complaint of Crary, Hall & Co. Hearing set down for 11th of May, 10 A. M.

Letter of Arthur S. Davis, highway commissioner town of Chili, relative to crossing in that town. Usual course.

Of Reuben R. Lyon, clerk of trustees of village of Bath. Ordered, that Secretary write and ask if the action of the Delaware, Lackawanna and Western Railroad Company covers complaint against both roads?

Of Samuel Sloan, Delaware, Lackawanna and Western Railroad Company, relative to complaint of James Merriman. Ordered, that a copy of the letter be sent complainants, with the request that the Board be informed if any further cause of complaint arises.

Communication of Utica and Black River Railroad Company, relative to the Burdick

complaint. Ordered filed and that the Secretary write the Rome, Watertown and Ogdensburgh Railroad Company, asking as to what steps they propose to take under the recommendation in the Burdick case.

Commissioner Rogers submitted the draft of a circular as to car coupler tests and moved its adoption. Carried.

Commissioner Rogers submitted the letter from Commissioner McPherson of Michigan answer thereto, and moved it be sent. Carried.

Commissioner Kernan submitted amendments to chapter 606, Laws of 1875, so as to bring it into conformity with section 9, chapter 140, Laws of 1850.

Commissioners Kernan and Rogers submitted a report in the matter of the Third Avenue railroad strike. Adopted.

Ayes — Commissioners Rogers and Kernan.

Nay — Commissioner O'Donnell.

Commissioner O'Donnell submitted a minority report on same subject. Both majority and minority reports were ordered issued.

Board adjourned until Wednesday morning, 10 A. M.

WEDNESDAY, APRIL 28, 2 P. M.

Board in session.

Commissioner Rogers moved to reconsider the vote on the adoption of the majority report in Third Avenue railroad strike. Carried.

Commissioner Kernan then offered the same report and moved its adoption. Nay — Commissioner O'Donnell. Aye — Commissioner Kernan. Commissioner Rogers dissenting from a portion thereof, as follows:

"I concur in the above except that it does not appear to me that the evidence justifies the statement that the Third Avenue road 'preferred to precipitate a conflict upon an unjust demand presented, rather than to endeavor to compel its withdrawal.'

"The demand for the discharge of the objectionable men appears to have been insisted upon so strenuously by the committee of the Empire Protective Association that I do not see that opportunity was given the company to arbitrate other grievances, just previous to the strike, on any basis other than a concession of this point."

Adjourned.

WILLIAM C. HUDSON,
Secretary.

MAY 5, 1886.

The Board met pursuant to adjournment. Present — Commissioners Kernan and O'Donnell. By telegraph, Commissioner Rogers informed the Board of his inability to reach Albany in time for the meeting.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Complaint of H. H. Pryor against the New York Central and Hudson River and the West Shore railroads as to freight rates on transportation of boilers and steam engines. Usual course.

Reply of highway commissioner of Town of Riga to answer of New York Central and Hudson River Railroad Company. Ordered copy sent to company.

Answer of Kingston City Railroad Company to complaint of Mr. Freileweh. Usual course.

Communication from Mr. Vischer as to coal delivery at Saratoga. Referred to Commissioner Kernan.

Letter of General Pitcher as to the Erie crossing at Belfast street, Bath. Ordered filed.

Letter of Mr. Streber of Utica, complaining against the Delaware and Hudson Canal Company, because of obstructing sidewalk in front of his residence. Ordered usual course.

Reference by the Governor of communication of J. R. Avery as to car couplers. Referred to Commissioner Rogers.

Letter of Mr. Muller, withdrawing as a complainant in the matter of Mr. Freileweh v. The Kingston City Railroad Company. Ordered filed.

Bill of T. W. Spencer, for traveling expenses from the 1st of January to date, \$35.73. Ordered approved.

Dispatch of Cyrus W. Field, asking as to stock and interest thereon of the New York and New England railroad. Ordered, that accountant make inquiries of the receiver as to the order of the court in the matter, and that the Secretary inform Mr. Field of the action taken by the Board.

Communication of T. C. E. Ecclesine on behalf of strikers on Third Avenue railroad. Ordered to lie over.

The accountant submitted a report of his examination of the books of the Third Avenue Railroad Company ordered at the last meeting.

Commissioner Kernan submitted a report upon the information required by the Senate resolution as to the earnings, etc., of the Third Avenue road, and moved its adoption. Carried.

The accountant submitted a report in the matter of the application of the Otis Elevating Railway Company. Ordered filed.
Adjourned.

WILLIAM C. HUDSON,
Secretary.

MAY 11, 1896.

The Board met pursuant to adjournment. All present.
The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Reply of the complainants in *Freileweh v. The Kingston City Railroad Company*, to the answer of the company. The papers were referred to Commissioner O'Donnell to report what action should be taken by the Board.

Letter of L. J. Deland. Commissioner Rogers moved that the Secretary write and ask Mr. Deland to explain what the light engine is for; whether the crossing at which the accident occurred was gated and to describe the accident. Carried.

Of R. L. Day & Co., relative to the right of a corporation organized under the laws of the State to refrain from making a report to the stockholders, and whether copies of the quarterly reports could be sent them.

Commissioner Kernan moved that the draft of the letter in answer thereto submitted by him be sent. Carried.

Of J. E. Childs, New York, Ontario and Western Railroad Company, in answer to complaint of Crary, Hall & Co. Filed.

Of Chauncey Hagadorn, Nunda, complaint against receiver of Lackawanna and Pittsburgh Railroad Company. Referred to Commissioner Kernan.

Answer of the Seneca Falls and Waterloo Railroad Company, to complaint of citizens of Seneca Falls. Referred to Commissioner Rogers to report to the Board what action it should take.

Of C. L. Whittaker, relative to fences on the Erie road near Deposit.

Commissioner O'Donnell moved that a copy of Mr. Whittaker's communication be sent to the Company and the Secretary write if the facts alleged therein be true, the Board recommends that the company at once remedy the defect. Carried.

Of Ed. Mulfred, alleging dirty condition of Third Avenue cars.

Commissioner Kernan moved that a copy of the communication be sent, with the statement that, if the facts alleged be true, the Board recommends that the company cleanse the cars. Carried.

Of Juo. King, New York, Lake Erie and Western Railroad Company, relative to the complaint of trustees of the village of Bath. Referred to Commissioner Kernan.

Of Thos. C. E. Ecclesine, on behalf of the late employees of the Third Avenue Railroad Company. Ordered usual course.

Commissioner Rogers moved the adoption of a form of circular to be addressed to members of the Legislature, relative to annual report of Board.

In the matter of Crary, Hall & Co. v. The New York, Ontario and Western Railroad Company, Mr. J. Welsh and Mr. Crary were heard for Crary, Hall & Co., and J. B. Kerr, counsel, general manager Childs and general freight agent Anderson for New York, Ontario and Western Railroad Company.

Commissioner O'Donnell submitted a telegram from employees of the Buffalo street railway companies, asking his appearance on an expected strike and reported that he had answered advising to arbitrate their differences and leave it to the Board, and saying that his opinion was that the Board would come to them if necessary after the adjournment of the Legislature.

Commissioner Kernan submitted a report in the matter of Rodney Churchill. Laid on table.

Commissioner Kernan moved that the Secretary send to H. G. Young, general manager of the Delaware and Hudson Canal Company, the draft of a letter relative to the Churchill complaint submitted by him. Carried.

Commissioner Kernan moved that in the Herkimer depot matter, the New York Central and Hudson River Railroad Company be cited to show cause why they did not comply with the recommendations of the Board on Tuesday, 10 A. M., May 18th.

Ordered, that the marshal be instructed to be in attendance at hearings.

Commissioner Rogers reported on the complaint of Crane and others. Laid on table until reply of complainants to the answer of road is received.

Commissioner O'Donnell reported on the complaint of *Freileweh v. The Kingston City Railroad Company*, as follows:

In the case of Jacob Freileweh et al. v. The Kingston and Rondout Horse Railroad Company, referred to him to examine with reference to proper action thereon, reports that he has carefully read over the papers, and finds that there is an important question at issue, to-wit, the right of a railroad to take up its tracks and change them at will or with consent of the local authorities; also, a general question as to the rate of fare charged on such road, and therefore recommends that the Board give a public hearing in the case at 12 M., on the 18th day of May. Accepted and adopted.

The cases of *W. O. McDowell v. The New York and Sea Beach Railroad Company*, *Dr. Theodore Franklin v. The Long Island Railroad Company*, and *Residents of South Brooklyn v. The Atlantic Avenue Railroad Company*, were set down for hearing in New York, the date to be fixed at next meeting.

In the matter of the application for an increase of capital stock of the *Otis Elevating Railroad Company*, ordered, that the inspector be directed to examine and report to this Board as to the correctness of the estimates of the cost of building and equipping the railway of said company.

Adjourned.

WILLIAM C. HUDSON,
Secretary.

MAY 18, 1886.

The Board met pursuant to adjournment. All present.

The minutes of the last meeting were read and approved.

Hon. C. M. Depew and J. M. Toucey, New York Central and Hudson River Railroad Company, were heard in answer to the citation on the Herkimer station matter.

The order of the Board was:

May 18, 1886.

The Village of Herkimer v. The New York Central and Hudson River Railroad Company. Road cited to show cause before Board why its failure to comply with the recommendations of the Board for the removal of its freight house at Herkimer, should not be reported to the Attorney-General. At the hearing the road proposed to do all shifting to and from the present freight house at its west end, thus doing away with the continual crossing of streets, so objectionable; also, to remove the two northerly switch tracks, lying east of the depot, and running east to Main street. The Board determined to let the matter stand until the effect of these proposed changes can be determined.

The Secretary submitted the unfinished business, under the rule, as follows:

Points in the matter of *Crary, Hall & Co. v. The New York, Ontario and Western Railroad Company*, submitted by complainants. Ordered filed.

Report of the inspector on the estimated cost of building the *Otis Elevating railroad*.

Commissioner Rogers moved that on the reading and filing of the reports of the accountant and of the inspector of the Board as to the estimated cost of the construction of the *Otis Elevating road*, and the proceedings of the directors and stockholders, the application for an increase of capital stock from \$60,000 to \$100,000 be approved by the Board. Carried.

Ayes—Commissioners Kernan and Rogers.

Not voting—Commissioner O'Donnell.

Letter of New York, Ontario and Western Railroad Company, relative to complaint of *Crary, Hall & Co.* Ordered filed.

Letter of Rodney Churchill, relative to his complaint against the Delaware and Hudson Canal Company. Ordered filed.

Answer of complainants as to *Seneca Falls and Waterloo Railroad Company* to reply of road.

Commissioner O'Donnell submitted a letter from William G. Wayne, relative to the complaint against the *Seneca Falls and Waterloo Railroad Company*. Ordered filed.

Ordered, that the draft of the letter to complainants submitted to the Board be sent.

Of Charles Parsons, Rome, Watertown and Ogdensburg Railroad Company. Laid on table.

Of William Lounsberry, relative to complaint against the *Kingston City Railroad Company*. Referred to Commissioner Rogers and hearing set down for Thursday, 27th May, 12 M.

Of Henry A. Dolge and petition of residents of Manheim. Usual course.

Petition of residents town of Beekman, as to insufficient station accommodations. Ordered usual course.

Of Levi J. Deland as to accident. Ordered usual course.

Application of the *Troy and Lansingburgh Railroad Company* for an increase of capital stock. Ordered, that the accountant be directed to make the examination of the financial affairs of said company as is usual under similar applications.

Of C. F. Liscom, clerk of village of Suspension Bridge. Ordered, that the draft of the letter submitted by Commissioner Rogers be sent.

Ordered, that Secretary write the *New York, Lake Erie and Western Railroad Company*, asking what progress has been made.

Of Thomas T. Hills, relative to complaint against *Mahopac Falls Railroad Company*.

Commissioner Rogers moved that the President of said Railroad Company be cited to show cause in person or by counsel or by written communication on Tuesday, May 26th, why the Board should not report the failure to comply with its recommendations of March 23d to the Attorney-General for his consideration and action.

The accountant submitted to the Board a letter from the *New York and New England Railroad Company*.

Commissioner Rogers moved that a copy of the letter be sent to Mr. Cyrus W. Field, with the inquiry whether Mr. Field desires that the Board shall have a hearing and pass upon the question presented.

The accountant submitted the request of the New York and New England Railroad Company, for an extension of time in which to file its quarterly report. Ordered, that Board cannot extend time for filing quarterly reports.

The accountant reported in the matter of Strahan v. The Manhattan Elevated Railway Company, referred to him.

Commissioner O'Donnell moved that a copy of the communication of April 24th from the auditor of the Manhattan Railway Company be sent to Mr. Strahan.

Commissioner Kernan moved to amend that the case be referred to Commissioner Rogers to prepare and submit to the Board a letter to be sent to Mr. Strahan. Carried.

Ayes—Commissioners Rogers and Kernan.

Nay—Commissioner O'Donnell.

Board adjourned until Wednesday, May 26th, 10 A. M.

WILLIAM C. HUDSON,
Secretary.

MAY 26, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

Mr. N. M. Kochsberger, from the New York and New England Railroad Company, was heard in the matter of the quarterly report of said company. The order of the Board was:

ALBANY, May 26, 1886.

Before the Railroad Commissioners in the Matter of the Quarterly Report of the New York and New England Railroad Company.

Present—Commissioners John D. Kernan, William E. Rogers.

The Board orders, that in its quarterly and annual reports hereafter, the New York and New England Railroad Company shall insert a marginal note to be referred to and to be read after the words, "Capital Stock, preferred," which note shall state, that by statute "the holders of preferred stock shall be entitled to receive out of the net earnings of the company dividends of seven per cent per annum * * * and if the net earnings of any year shall not be sufficient to pay said dividends, the same shall be cumulative and payable out of the net earnings of any subsequent year, but without interest. Said dividends and accumulations to take priority over the dividends on all other stock of the company." Amount accumulated and unpaid at the date of this report, \$. Ordered, that a copy of the Order of the Board be sent to Mr. Cyrus W. Field and to the president of the company.

The Secretary submitted the unfinished business under the rule as follows:

Points of the New York, Ontario and Western Railway Company in the matter of Crary, Hall & Co. Ordered filed.

Of the New York, Lake Erie and Western Railroad Company, in answer to letter of C. H. Whittaker, relative to fences. Ordered, that a copy be sent to Mr. Whittaker.

Of New York Central and Hudson River Railroad Company, in answer to letter of L. J. Deland, relative to accidents. Ordered, copy sent to Mr. Deland.

Of the New York and New England Railroad Company, in answer to complaint of residents of Beekman, Dutchess county. Usual course. Copy ordered sent to Mr. Starin and the head of the petition.

Of the New York Central and Hudson River Railroad Company, in answer to complaint of Woodbury Engine Company. Ordered, usual course.

Of C. Sullivan, relative to the New York and Harlem Street road, above Eighty-sixth street. Ordered, that Secretary write to Mr. Sullivan that if any of the people who were in the car at the time referred to by the communication in the newspaper sent will make a complaint, the Board will endeavor to redress the grievance. For reasons that can be very well understood, the Board cannot treat an anonymous newspaper communication as a complaint.

Of New York, Lake Erie and Western Railroad Company, relative to depot at Suspension Bridge. Ordered, copy sent to Mr. Liscom with the request that he inform the Board within a reasonable time, whether the depot is or is not begun.

Of I. H. Maynard, being a notice to produce copies of certain papers of the Ulster and Delaware Railroad Company. Ordered, that the draft of a letter submitted to the Board be sent to the Company and to the complainant.

Of the Mahopac Falls Railroad Company. Ordered, that copy be sent to T. T. Hills with request that after a reasonable time the Board be informed whether its recommendations are not complied with.

Of C. C. Overton, relative to time tables of the Coney Island Railroad Company and as to commutation rates. Time for hearing ordered to be set down for June 7.

Of Mr. Visscher, relative to coal delivery on the Delaware and Hudson Canal Company's roads. Referred to Commissioner Kernan.

Of Mr. Filley, of Mechanicville, relative to depot at said place. Ordered, that the draft of a letter submitted to the Board be sent to the Delaware and Hudson Canal Company and to the authorities of Mechanicville.

Of James Merriman, relative to switching of coal trains at Utica. Ordered, that copy of letter be sent to Samuel Sloan and that he be notified that the Board again receives a complaint as to this matter, notwithstanding its repeated efforts to have the nuisance abated.

COMPLAINTS.

Of E. Doolittle against The Boston, Hoosac Tunnel and Western Railroad Company, of excessive rates of transportation. Usual course.

Of McEwen Brothers v. The Rome, Watertown and Odgensburgh and The Utica and Black River Railroad Companies, of excessive rates charged for transportation. Usual course.

Ordered, That the Secretary be authorized to enter into a contract on the part of the Board with Weed, Parsons & Co., for printing 500 copies of its annual report for the year ending September 30, 1886.

Commissioner Rogers reported on the complaint of J. H. Strahan v. The Manhattan Elevated Railway Company. Ordered, after discussion and amendment, that copy of report be adopted and sent to the company and complainant.

Commissioner Rogers called up the report of Commissioner Kernan in the matter of Churchill v. The Delaware and Hudson Canal Company, stating that Commissioner O'Donnell concurred in certain amendments of Commissioner Rogers which were adopted, and report so amended was adopted and ordered issued.

Commissioner Rogers offered the following :

Resolved, That the accountant be instructed to report to this Board, not later than October first of this year, a plan for the printing of the annual reports of the railroad companies of the State to the Board, in a condensed or reduced form, for the annual report of the Board. Adopted.

Commissioner Rogers offered the following :

Resolved, That the Secretary be instructed to report to this Board not later than October first of this year, a plan for the printing of the annual reports of the railroad companies of the State to the Board, in a condensed or reduced form, for the annual report of the Board. Adopted.

Ordered, that the report in the matter of Crary, Hall & Co., be copied and sent to Commissioners.

The case of Streber v. The Delaware and Hudson Canal Company. Referred to Commissioner Kernan.

Adjourned to Monday, June 7th, 8 P. M.

WILLIAM C. HUDSON,
Secretary.

JUNE 7, 1886.

The Board met pursuant to adjournment. All present.

The minutes were read and approved.

The following bills, referred by the Governor to this Board for their opinion, were taken up, viz.:

The bill to amend chapter 17 of the Laws of 1887, entitled "An act to authorize the town of Johnstown in the county of Fulton to issue town bonds," etc., was ordered approved.

The bill to relieve certain roads from operating in the summer months was ordered approved.

The bill relative to the Niagara reservation and Concourse lands of Coney Island was ordered approved.

The unfinished business was submitted by the Secretary, under the rule, as follows:

Letter of C. A. Coombs, Boston, Hoosac Tunnel and Western Railroad Company, relative to the complaint of E. Doolittle. Ordered usual course.

Letter of W. H. Hazard, Brooklyn City Railroad Company, relative to strike on the road. Ordered filed.

Letter of W. Abbott, relative to heating of cars. Ordered filed with improvements.

Letter of C. M. Depew, president New York Central and Hudson River Railroad Company, relative to the Manheim complaint, and letter of Henry Dolge in answer thereto. Ordered closed.

Reply of petitioners in the matter of Green Haven v. New York and New England Railroad Company, to answer of company. Referred to Commissioner Rogers.

Letter of H. Barnard, a complaint against the Delaware and Hudson Canal Company. Usual course.

Letter of Thos. T. Hills v. Mahopac Falls Railroad Company. Laid over.

Conesus Lake Salt and Mining Company v. Conesus Lake Railroad Company. Usual course.

C. Sullivan, relative to Harlem Horse Railroad Company. Laid over.

C. M. Depew, New York Central and West Shore Railroad Company, relative to complaint of John Moore. Ordered copy to be sent to John Moore.

Of T. Dick, relative to conductors on Harlem railroad. Ordered usual course.

Of Stephen T. Hopkins, relative to crossing on West Shore railroad, near Saugerties. Usual course.

Of J. M. Toucey, relative to Chili crossing. Ordered, case closed.

Commissioner Rogers called up his report on the matter of Crary, Hall & Co. v. The New York, Ontario and Western Railway Company. After discussion and amendment the report was adopted and ordered printed and issued.

Commissioner Rogers submitted a draft of a letter relative to the action of a conductor on the Geneva, Ithaca and Sayre railroad on June 8d. Ordered sent.

The Board adjourned until 10 A. M., June 8th.

JUNE 8, 1886, 10 A. M.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers.

The Board heard H. G. Young on behalf of the Ulster and Delaware Railroad Company, and J. F. Terry, attorney for village of Mechanicville; George E. Lockwood, president; Charles Wheeler, Charles Howland and A. M. Wheeler, board of trustees of village; C. E. Goraline, O. B. Tompkins and Dr. Kniskern, board of health; C. B. Sheffer, F. L. Mead, J. E. Smith, D. E. LaDow, C. M. Fort and W. C. Tallmadge on behalf of Mechanicville, in the matter of complaint of board of health of village of Mechanicville.

Mr. M. Pinney was heard in the matter of the bill permitting the Kanowa and Prattsburgh Railroad Company to use a forty-pound rail, referred by the Governor to the Board. The Board ordered that said bill be returned approved, with draft of letter submitted. The Secretary informed the Board that Commissioner O'Donnell had asked to be recorded in the affirmative on this bill.

Mr. E. F. J. Gaynor, auditor of the Manhattan Elevated Railway, was heard in the matter of Strahan v. The Manhattan Elevated Company.

Commissioner Kernan reported in case No. 234, Town of Riga v. The New York Central and Hudson River Railroad Company, and moved that the New York Central and Hudson River Railroad Company send an estimate of the cost and quantity of grading of approach to crossing. Carried.

Commissioner Kernan reported on case No. 258, Trustees of the Village of Bath v. The New York, Lake Erie and Western Railroad Company. Report adopted and ordered issued.

Commissioner Kernan reported on case No. 237, Trustees of Village of Mt. Morris v. The Buffalo, New York and Philadelphia Railroad Company. Report adopted and ordered issued.

Commissioner Kernan reported on case No. 218, Citizens of Nunda v. The Lackawanna and Pittsburgh Railroad Company. Report adopted and ordered issued.

Commissioner Rogers moved that the Secretary be instructed to procure lamps for the office from the superintendent of public buildings.

The Matter of Citizens of Whitestown and New Hartford v. The Utica, Clinton and Binghanton Railroad Company, was ordered set down for hearing at Utica, Monday, 14th, at 2:45 P. M.

Ordered that the date of hearing in the matter of Mechanicville, be changed to the 21st at 3 P. M.

The bill relating to the Otis Elevating Railroad Company, referred by the Governor to the Board, was considered. Ordered returned without approval and that the draft of letter of transmittal submitted be approved and sent. The Secretary submitted that Commissioner O'Donnell desired to be recorded in the affirmative on this bill.

The Board adjourned until 10 A. M., Wednesday, June 9th.

JUNE 9, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers.

Charles E. Harris, superintendent of the New Williamsburgh and Flatbush Railroad Company, was heard in answer to complaint of D. J. Wilson.

Hon. I. H. Maynard and Hon. A. Schoonmaker, jr., were heard in the matter of Maynard v. The Ulster and Delaware Railroad Company.

The Secretary submitted letter of Nelson Burdick, relative to decision of Board in his matter. Ordered, that he be answered in the affirmative.

In the matter of Mr. Wilson v. The New Williamsburgh and Flatbush Railroad Company. Ordered, that the Secretary write to complainant that the road has been heard in the matter.

Board adjourned until 10 A. M., June 11th.

JUNE 11, 1886, 10 A. M.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. Commissioner Kernan reported that he had held a hearing in the matter of *Maynard v. The Ulster and Delaware Railroad Company*, at Kingston on June 10th. Report accepted. Commissioner Rogers presented a report upon the bill known as the Modified Cantor bill, referred by the Governor to the Board for opinion, and by the Board referred to him for examination and report on June 9th. Report accepted.

The bill known as the Brooklyn Elevated Railroad Fare bill was taken up. A representative of Mr. Lauterbach was heard and announced the withdrawal of the Brooklyn Elevated Company from advocacy of the bill. Ordered, that the draft of a letter submitted to the Board relative thereto be adopted and sent with the bill when returned to the Governor, which was also ordered.

Commissioner Rogers called up his report on the Modified Cantor bill. After discussion and amendment the report was adopted and ordered sent to the Governor. Ordered that bill be returned to the Governor.

Commissioner Kernan moved that in view of the fact that the vouchers of 1882, in re *Maynard v. The Ulster and Delaware Railroad Company* had been found, that the place of bearing be changed from Albany to Kingston on June 29th, 10 A. M. Carried. Ordered that Secretary so inform the parties in interest.

The Secretary submitted the bill of the Argus Publishing Company for \$229.10. Ordered referred to the Secretary.

Also bill of National Express Company, \$234.20. Ordered approved. Board adjourned.

WILLIAM C. HUDSON,
Secretary.

JUNE 15, 1886.

The Board met pursuant to rule. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Letter of A. B. Davis, highway commissioner of Chili, relative to the crossing at that place. Ordered filed and that the Secretary write Mr. Davis to inform this Board after the expiration of two more weeks, whether the improvements have been made, and also draw his attention to the fact that Mr. Toucey promises gates.

Letter of L. P. West, relative to complaint of Conesus Salt Lake Company v. The Conesus Lake Railroad Company. Ordered usual course.

Of Charles Bell, relative to Herkimer Station. Ordered filed.

Of New Williamsburgh and Flatbush Railroad Company, relative to complaint of D. J. Wilson. Ordered, that copy be sent and that the complainant be requested to see the Board in New York city on the 22d inst at the Chamber of Commerce, where opportunity will be given to point out the grievance and suggest a remedy.

Of James Brown v. The New York, Boston, Albany and Schenectady Railroad Company. Ordered usual course.

Certified copy of the meeting of Stockholders of Troy and Lansingburgh Railroad Company, in proceedings for increase of capital stock. Ordered laid over.

Of John Moore, relative to his complaint against The West Shore Railroad Company. Ordered filed.

Of Rome, Watertown and Ogdensburgh Railroad Company. Answer to complaint of McEwan Bros. Ordered usual course.

Affidavit in the matter of Mr. Freileweh v. The Kingston City Railroad Company. Filed with papers.

Of J. P. Mickle, relative to complaint of Timothy Dick. Ordered usual course.

Of Frisbie, Blanchard & Co., complaint against the New York, Lake Erie and Western Railroad Company. Ordered usual course.

Reply of Woodbury Engine Company v. The New York Central and Hudson River Railroad Company. Referred to Commissioner Rogers to examine and report to Board.

Of Levi J. DeLand. Referred to Commissioner Kernan to examine and report to Board. Adjourned.

WILLIAM C. HUDSON,
Secretary.

JUNE 21, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Telegram of A. H. Mann and letter of W. O. McDowell, relative to the complaint of W. O. McDowell v. The New York and Sea Beach Railroad Company. Ordered filed.

Letter of John King, president of the New York, Lake Erie and Western Railroad Company, in answer to complaint of Frisbie, Blanchard & Co. Ordered usual course.

Letter of C. D. Hammond, relative to complaint of H. Barnum. Ordered usual course.
Of Franklin D. Locke, Buffalo, New York and Philadelphia Railroad Company, relative to determination in matter Mt. Morris. Ordered, that an opportunity for a hearing be given on Wednesday, June 30th, 10 A. M. and that the Secretary so notify.

Letter J. M. Toucey, relative to Chili crossing. Ordered filed.

Of E. Doolittle of Schuylerville, relative to the complaint against The Delaware and Hudson Canal Company; issue joined. Referred to Commissioner Kernan.

Of Conesus Lake Salt and Mining Company, relative to its complaint against The Conesus Lake Railroad Company. Issue joined and referred to Commissioner Rogers.

Brief of petitioners in matter of Kingston City Railroad Company. Ordered filed.

Of H. G. Young, Delaware and Hudson Canal Company, relative to determination in the complaint of Mr. Churchill. Ordered case closed and copy sent complainants.

Of J. G. Jenkins, in matter of decision rendered by Board relative to freight rates. Referred to Commissioner Kernan.

Commissioner Rogers submitted by letter a report upon the matter of Woodbury Engine Co. against The New York Central and West Shore Railroad Companies. Ordered copy sent.

The Secretary submitted bill of Weed, Parsons & Co., for printing and binding 500 copies of report of the Board for year ending September 30, 1885, at \$3,067.31. Ordered approved.

Ordered, That Secretary notify the parties in interest in towns of Whitestone and New Hartford, in the matter of the complaint against the Utica, Clinton and Binghamton Railroad Company, that further hearing will be had at Baggs' Hotel, Thursday, July 1st, 2:15 P. M.

Complaint of Dr. E. G. Sihler against The New York Central and Hudson River and Harlem roads. Ordered usual course.

Adjourned to Wednesday, June 30, 1886.

WILLIAM C. HUDSON,
Secretary.

JUNE 30, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Reply of Frisbie, Blanchard & Co., to answer of The New York, Lake Erie and Western Railroad Company. Ordered filed. W. L. Smith, counsel for petitioners, was heard in application for an early hearing. The Board ordered that a communication be sent the company suggesting an arrangement of difficulties, and in case of failure to arrange setting down a hearing at Albany on July 18, 1886.

The Board authorized Mr. McMerrill to serve subpoenas in the matter of Frisbie, Blanchard & Co. v. The New York, Lake Erie and Western Railroad Company.

The report of the accountant in the matter of W. O. McDowell v. The New York and Sea Beach Railroad Company accepted, and ordered also that a copy of the accountant's report of March 23, 1886, be sent to company and Mr. McDowell.

Also, letter of Mr. McDowell and copy of decision of arbitrators. Ordered filed.

Letter of I. H. Maynard, relative to time of hearing at Kingston 29th. Ordered filed.

Of S. T. Freeman, answer of road to complaint of James Brown against The New York, Schenectady, and Boston and Albany Railroad Company. Ordered usual course.

Papers relating to the Mechanicville case, consisting of petition of residents of Mechanicville (from complainants); letter of Mr. Coombs, Boston, Hoosac Tunnel and Western Railroad Company, W. C. Tallmadge of various residents of Mechanicville (from defendants) and petition of Delaware and Hudson Canal Company. Ordered filed.

Accountant's report of his examination of the books of the Troy and Lansingburgh Railroad Company. Accepted.

Commissioner Kernan submitted a report thereupon, granting the application for increase of capital stock of \$50,000. Adopted and ordered issued.

Letter of McEwen Bros. v. Rome, Watertown and Odgensburgh and Utica and Black River Railroad Companies. Papers in the case referred to Commissioner Kernan.

Commissioner Rogers submitted a report in the matter of the Town of Beekman v. The New York and New England Railroad Company. Accepted and ordered filed with papers.

Commissioner Rogers reported in the matter of Conesus Lake Salt and Mining Company v. The Conesus Lake Railroad Company, by draft of letter, which was ordered sent to company.

Mr. H. G. Young appeared before the Board in the matters of the complaint of the village authorities of Mechanicville; of Rodney Churchill; and the inspection of the Delaware and Hudson Canal Company Railroad system.

Ordered, That Secretary inform the inspector that the company would furnish facilities for the inspection which was to be made about the first of August.

MINUTES OF THE BOARD.

Ordered, That the inspector be instructed to go to Saratoga and inspect the point where the switch was proposed to be placed, so as to switch cars into Churchill's coal yard, and report to the Board.

Adjourned until July 1st, 9 A. M.

JULY 1st, 9 A. M., 1886.

Board met. Present — Commissioners Kernan and Rogers.

Commissioner Rogers submitted a report on the car coupler test of June 16th and 17th. Adopted and ordered issued.

NEW BUSINESS,

Complaint of W. C. Tallmadge. Usual course.

The bill of the Hammond type writer of \$100 was approved.

Complaint of Gilbert Du Bois. Usual course.

Adjourned until Tuesday, 8 P. M., July 6th.

WILLIAM C. HUDSON,
Secretary.

JULY 6, 1886.

The Board met pursuant to adjournment. Present — Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule as follows:

Reply of James Brown to answer of the New York, Albany, Boston and Schenectady Railroad Companies. Referred to Commissioner Kernan.

Report of the inspector, Mr. Spencer, on the Churchill switch at Saratoga. Referred to Commissioner Rogers.

Letters of June 30th and July 1st of J. D. Layng and of Stephen T. Hopkins of July 5th, relative to the West Shore crossing near Saugerties. Ordered, that a copy of the letter of Mr. Hopkins be sent to the West Shore company with the question, "What objection there is to filling as suggested therein?"

Letter of Ben. Scott, referred to the Board by the Governor. Referred to Commissioner Rogers.

Letter of Anglo-Swiss Milk Company relative to its complaint against the New York, Lake Erie and Western and New York, Ontario and Western Railroad Companies. Referred to Commissioner Kernan who reported by letter. Ordered sent with a copy of the evidence taken on June 22d.

Letters of Reuben R. Lyon, clerk of the village of Bath, and John King, president of the New York, Lake Erie and Western Railroad Company, relative to the Belfast street crossing at Bath. Ordered, that the letter of Mr. King be sent to Mr. Lyon.

Ordered, that in the matter of Loper & Burr, hearing be set down for 13th inst., 10 A. M. Telegram from Franklin D. Locke, counsel of the Buffalo, New York and Philadelphia Railroad Company, asking postponement in the Mt. Morris case. Granted and set down for July 13th, 10 A. M.

Letters of H. and W. J. Welch and Thomas P. Fowler, in New York, Ontario and Western, and in Crary, Hall & Co. against said company. Ordered laid over until next week.

Letters of June 30th and July 1st, from Chauncey Hagadorn, relative to Nunda v. Lackawanna and Pittsburgh Railroad Company. Referred to Commissioner Kernan.

Letter of C. F. Liscom, relative to the complaint of citizens of Suspension Bridge. Copy ordered sent to the New York Central and Hudson River Railroad Company, with request as to what action is expected to be taken.

Alfred Pell, complaining of crossing at Highland Falls on the West Shore railroad. Ordered usual course.

Bill of American Express Company for \$254.10. Ordered approved.

Bill of T. J. Cowell for \$264.63. Ordered approved.

Commissioner Rogers reported on a telegram received from J. D. Burton, superintendent Long Island railroad, alleging dangerous condition of temporary track at Canoe Place, by action of State work. Referred to the Secretary to confer with the Superintendent of Public Works and report to Board.

Commissioner Kernan reported in the matter of Levi DeLand by letter to J. M. Toucey. Ordered sent.

Commissioner Kernan reported in the matter of E. Doolittle. Accepted and ordered filed.

Commissioner Kernan reported in the matter of J. G. Jenkins by letter. Ordered sent.

Commissioner Kernan, in the matter of the complaint of A. Steber, reported that the complaint should be sent to the New York, Ontario and Western Railway Company.

Commissioner Rogers reported in the Ben Scott matter by letter. Ordered sent.
 Ordered, that the form of a circular submitted by Commissioner Kernan, relative to tariff sheets, be issued.
 Board adjourned.

WILLIAM C. HUDSON,
Secretary.

JULY 13, 1886.

The Board met pursuant to rule. All present.
 The minutes of the last meeting were read and approved.
 The Secretary submitted the unfinished business, under the rule, as follows:
 Letter of Rodney Churchill, relative to his complaint against the Delaware and Hudson Canal Company. Referred to Commissioner Rogers.
 Letter of Frank J. Kearney against the New York Central and Hudson River Railroad Company. Ordered usual course, and that Mr. Kearney be referred to the section relating to crossings in chap. 489.
 Letter of J. D. and F. F. Graham, relative to fencing on the Rensselaer and Saratoga railroad. Ordered usual course.
 Answer to the complaint of Gilbert Du Bois against the New York, Ontario and Western Railway Company. Ordered sent to complainant and case closed.
 Letter of F. F. Smith (citizens of Mechanicville v. The Delaware and Hudson Canal Company). Ordered filed with the papers and referred to Commissioner Rogers to report to the Board.
 Of George A. Streeter & Brother, complaining of the Fonda, Johnstown and Gloversville Railroad Company. Ordered usual course.
 Of J. M. Toucey, relative to the depot at Suspension Bridge. Ordered sent to complainants and case closed.
 Of A. S. Davies, highway commissioner town of Chili. Ordered that Secretary write to Mr. Toucey that the Board is again importuned by highway commissioner of town of Chili for remedy at the crossing at that point, to urge the road to complete the matter.
 Of J. A. King, New York, Lake Erie and Western Railroad Company, and Walter Lloyd Smith, relative to complaint of Frisbie, Blanchard & Co. Ordered filed, and to write Mr. King the objections presented by Mr. Smith.
 Of Rudolph Kraft to Commissioner O'Donnell and by Commissioner O'Donnell delivered to the Secretary on Wednesday, July 7th, with a memorandum to discover by whose order the fence was erected, and letter of H. Holton Wood, Staten Island Rapid Transit Company. Referred to Commissioner Kernan.
 Of John G. Douglass, relative to sliding doors. Ordered filed with improvement papers.
 Of New York Central and Hudson River Railroad Company, in answer to complaint of Dr. Silabee. Usual course.
 Of G. O. Mentry and Charles H. Parsons, jr., relative to condition of side of tracks. Usual course and case closed.
 Letters of W. & H. J. Welch, Crary, Hall & Co., and Thomas P. Fowler. Ordered, that Secretary write that Board has not received the communication promised.
 Of Gross and Miller, relative to printed tariff sheet. Ordered usual course.
 Of Gray P. Pelton, Poughkeepsie, Hartford and Boston Railroad Company. Laid over.
 Of Caneas Lake Railroad Company. Referred to Commissioner Rogers.
 Of Chauncey Hagadorn. Referred to Commissioner Kernan.
 Of Mr. Oliver relative to Bethlehem crossing. Referred to Commissioner Kernan.
 Commissioner O'Donnell reported as follows:
 In the matter referred to him in relation to complaints to this Board, that it appears occasionally in the reply to a complaint that the road has never been requested by the complainant to correct or remedy the wrong complained of, and that sometimes, had such complaint been first made to the road it might have been adjusted without the intervention of this Board. The following resolution is therefore recommended for the adoption of the Board, and that the Secretary be directed to prepare a circular to be sent to persons complaining against a railroad in accordance with this resolution.
Resolved, That hereafter when a complaint against a railroad company or request for relief is received by the Board, the Secretary shall immediately address a communication to the complainant inquiring if the matter was laid before the railroad company, provided it does not appear upon the face of the complaint that it has, and if so, to include that fact and the answer of the company, or the fact of no answer in the complaint to the Board; and in case no such complaint or request has been made to the railroad company to notify the complainant that such complaint or request will be held until the complainant make such complaint or request of the railroad company and notify the Board thereof.
 The resolution was adopted.
 Ordered, That Secretary proceed to secure estimates on the bridge strain sheet, and if necessary send a man to New York to secure them.
 Ordered, That the usual number of steam and horse blanks, annual reports, be printed, 300 horse and 600 steam.

Commissioner Kernan submitted a report in the matter of *Citizens of Nunda v. The Lackawanna and Pittsburgh Railroad Company*. Ordered adopted and issued.
The Board adjourned until July 20th, 10 A. M.

WILLIAM C. HUDSON,
Secretary.

JULY 20, 1886.

The Board met pursuant to rule. Present—Commissioners Kernan and Rogers.
Commissioner O'Donnell informed the Board by telegraph that he was detained as a witness in court.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

The telegraphic correspondence between the Board, Frisbie, Blanchard & Co., and The New York, Lake Erie and Western Railroad Company, relative to the transportation of coal. Ordered filed with the papers.

Letter of J. H. Catlin and petition in the matter of *C. C. Overton v. Coney Island Railroad Company*. Laid over until September.

Letters of Merchants' Association of Johnstown and L. Caten, Fonda, Johnstown and Gloversville railroad, relative to printed freight tariff. Ordered, that the Secretary write Mr. Caten that the Board recommended that the company should issue printed tariff sheets, and that it desires to know why the recommendation is not complied with.

Letter of J. M. Toucey, relative to crossing at Chili. Ordered that Secretary write and say that the one at which gates were recommended was two or three rods from east of Chili station, and the one at which gates were erected was in the town of Riga, two or three miles west of station.

Letter of John Robertson, relative to the Riga station. Ordered case closed.

Of F. S. Smith, Lackawanna and Pittsburgh Railroad Company, and of G. Clinton Gardner, relative to the Nunda complaint. Ordered copies of letters be sent to Chauncey Hagadorn with request to inform this Board, after reasonable time, whether the recommendations were complied with or not.

Letter of Gilbert DuBois, relative to his complaint against The New York, Ontario and Western railway, of not taking tools as baggage. Ordered filed and case closed.

Letter of Jno. B. Ker, counsel New York, Ontario and Western Railway Company, relative to Cray, Hall & Co.'s complaint. Ordered that company show cause on July 27th, why papers in the case should not be turned over to the Attorney-General.

Letter of M. J. Robertson v. Elmira, Cortland and Northern Railroad Company, as to condition of fences. Ordered, copy sent to president of company.

Letter of Rodney Churchill. Ordered that Secretary write that the curve has been staked out on the road at Saratoga, and the company furnished with a plan of the curve; that the Board is of the opinion that it would be the better course for Mr. Churchill to see Mr. Young as to whether the company will do the work or whether Mr. Churchill should do it.

Letter of Mr. Clark, general freight agent of the Boston, Hoosac Tunnel and Western Railroad Company, relative to the complaint of E. Doolittle. Ordered that the complaint and subsequent letter be sent to the Delaware and Hudson Canal Company.

Letter of J. D. Layng, relative to the complaint of Alfred Pell. Referred to Commissioner Rogers.

Letter of C. L. Whittaker, relative to complaint against The New York, Lake Erie and Western Railroad Company, for not building fences. Laid over one week.

Letter of Mr. Snider, secretary of Buffalo Produce Exchange. Referred to Commissioner Kernan.

Letter of Reuben L. Lyon, in relation to crossing in village of Bath. Ordered filed and case closed.

Letter of J. D. Layng, relative to complaint of Stephen T. Hopkins. Ordered case closed.
Letter of Chas. M. Heald, Long Island Railroad Company, relative to the complaint of Dr. Franklin. Ordered Secretary write and say that Long Island railroad is revising its tariff sheet, and that the Board presumes this closes the case.

Of G. P. Pelton, relative to Stissing station. Ordered laid over one week.

Report of H. M. Thompson, in answer to resolution. Ordered accepted and spread on the minutes.

ALBANY, July 13, 1886.

To the Honorable Board of Railroad Commissioners of the State of New York:

GENTLEMEN—I am to-day in receipt of your communication of even date, enclosing an extract from the minutes of your meeting of March 30, 1886, and requesting me to file with the Board on or before the 20th inst. my answer thereto.

The extract referred to reads as follows:

"Commissioner O'Donnell moved the following resolution:

"WHEREAS, It is reported that the accountant of this Board, Mr. H. M. Thompson, has acted as accountant for one of the parties of the New York and Sea Beach Railroad Com-

pany, outside of the work of the Board, receiving therefor a pecuniary compensation, therefore

"*Resolved*, That he report to this Board the facts in the case, and if compensation has been so received, what amount, and by what authority he so acted; and until Mr. Thompson has had sufficient time to answer, this resolution be not given to the public."

"Commissioner Kernan moved to lay upon the table for a week."

The preamble, it will be noticed, recites that I am reported as having acted as accountant for "one of the parties of the New York and Sea Beach Railroad Company." This statement is very indefinite, but I assume it refers to a matter in which I acted as accountant for the arbitrator in the case of W. O. McDowell v. New York and Sea Beach Railroad Company for a settlement of account for services rendered. With that view, therefore, I will proceed to state the facts:

On or about October 4, 1885, I was informed that a dispute had arisen between Mr. W. O. McDowell and the New York and Sea Beach Railroad Company (of which Company McDowell was formerly president and general manager), respecting compensation due him under his contract with the company for services, and the amount of such compensation being based upon a certain percentage of profits, it would be necessary to have an examination of the books of the company in order to properly arbitrate the matter. The parties had not been able to agree upon any one to make such examination, in consequence of which the selection of an accountant had been referred to the arbitrator in the case, who was Mr. W. A. Booth, president Third National Bank, New York, and I was asked whether I would accept the appointment. I replied that I could give no definite answer until I had consulted the Board of Railroad Commissioners, which I would do at once and advise them. On Monday evening, October 5, 1885, I consulted Commissioner Kernan, and he said he saw no objection to my accepting the appointment, and to confer with the other Commissioners who would be present the next day at a meeting of the Board. I did so confer with Commissioner Rogers, who agreed with Commissioner Kernan. Commissioner O'Donnell was absent from the meeting, and therefore not consulted. I thereupon advised the parties that there was no objection to my accepting the appointment, and I would do the work for \$500. The arbitrator then notified the contestants in the case, that he would appoint me if no objection was offered; to which both parties replied, stating their entire satisfaction with the appointment, and considered the compensation I required quite reasonable.

Under date of October 24, 1885, I received a telegram, as follows:

"H. M. Thompson: You are appointed to examine Sea Beach books."

(Signed)

W. A. BOOTH.

I then got the necessary instructions from Mr. Booth and made the investigation at odd times outside my duties connected with this Board, writing my report at night, and finally presented the report to the arbitrator under date of November 14, 1885, and he paid me \$500. A printed copy of said report is hereto attached for reference if required.

It is but proper for me to remark that shortly after my report was submitted, Commissioner O'Donnell showed me a paper called "The Financier," containing a synopsis of it.

Respectfully submitted,

H. M. THOMPSON.

Bill of Peter W. McLaughlin for stenographic fees, \$68.75. Ordered approved.

Commissioner Rogers submitted a report in the matter of Freileweh et al. v. The Kingston City Railroad Company. Laid over one week.

Commissioner Rogers submitted a report in the Matter of Citizens of Mechanicville. Adopted and ordered issued.

Commissioner Rogers submitted a report in the matter of the Conesus Salt Lake and Mining Company v. The Conesus Lake Railroad Company. Ordered adopted and issued.

Commissioner Kernan submitted a report in the matter of James Brown v. The New York, Albany, Schenectady and Boston Railroad Company. Ordered adopted and issued.

Ordered, That the Rome, Watertown and Ogdensburgh Railroad Company show cause on July 27th why papers in the Burdick complaint should not be turned over to Attorney-General.

Board adjourned.

WILLIAM C. HUDSON,
Secretary.

JULY 27, 1886.

The Board met pursuant to rule. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of J. R. Maxwell, Elmira, Cortland and Northern Railroad Company, acknowledging the receipt of complaint of M. J. Robertson. Ordered filed.

Letter of W. J. Heacock and accompanying documents, relative to complaint of Streeter Bros. and Merchants' Association of Johnstown. Ordered copy sent to complainants.

Letter of Chas. Parsons, second vice-president Rome, Watertown and Ogdensburgh Railroad Company, relative to citation in matter of Burdick. Postponed until August 31st.

Letter of H. S. Marcy, general traffic manager Delaware and Hudson Canal Company, relative to complaint of E. Doolittle. Ordered copy sent to complainant.

Letter of J. H. Jeffers, relative to the complaint of Loper and Burr. Ordered referred to Commissioner Kernan.

Of J. S. Lanning, complaining that he had not been paid for services by the Lackawanna and Pittsburgh Railroad Company. Ordered that the Secretary advise him to put the matter in the hands of a lawyer, as the Board understands it is difficult to force any payment at the hands of a receiver, since he is protected by court.

Letter of Walter Lloyd Smith, counsel for Frisbie, Blanchard & Co., asking indefinite postponement of case.

Letter of Arthur L. Davis, highway commissioner town of Chili. Ordered the prescribed course.

Petitions in matter of C. C. Overton v. Coney Island Railroad Company. Laid over until September.

Letter of James L. Young, complaining of the Hartford and Connecticut Railroad Company. Ordered that he be referred to chapters 870 and 588 Laws of 1880, and that he be written to and asked if he desires the Board shall take any action relative to fences and cattle guards and failure to blow whistles.

Letter of C. L. Whittaker, relative to failure to build fences by the New York, Lake Erie and Western Railroad Company. Ordered that Secretary write and say that the 30 days is up, and ask what steps the company proposes to take to build the fences.

Letter of Thos. T. Hill, relative to Mahopac Falls Railroad Company. Ordered that Secretary write complainant as to whether recommendations have been complied with, and if not that he issue citation for August 31st, to show cause why the matter should not be turned over to the Attorney-General.

Commissioner Rogers reported in the matter of the complaint of Alfred Pell, that he had inspected the point complained of — Cranston's station — and found it very dangerous. The Board recommended that a gate be erected and a flagman stationed at this point.

Commissioner Rogers submitted a report in the matter of the Town of Whitestown and New Hartford Railroad Company v. The Utica, Clinton and Binghamton Railroad Company. Adopted, and ordered printed and issued.

Commissioner O'Donnell moved that the attention of the Rome, Watertown and Ogdensburg Railroad Company be called to the promise of the Utica and Black River Railroad Company, to plank near the depot at Lowville. Carried.

Commissioner Rogers called up his report on the complaint of Mr. Freileweh v. The Kingston City Railroad Company, and moved its adoption.

Commissioner O'Donnell moved that the accountant be instructed to ascertain the capital actually expended in the construction of the Kingston City Railroad Company, together with all facts pertaining to its finances, and in the meantime the report be laid upon the table. Carried.

J. B. Ker, in answer to citation to show cause why the facts in the case of Crary, Hall & Co. v. The New York, Ontario and Western Railway Company, should not be sent to the Attorney-General, was heard. Ordered that the facts in the case be presented to the Attorney-General.

H. G. Young, general manager Delaware and Hudson Canal Company, was heard relative to the Mechanicville decision and the Churchill decision. Ordered that the Secretary write Mr. Churchill and say that Mr. Young suggests that the wall be extended so as to obviate the necessity of so sharp a curve of the switch. The Board suggests that Mr. Churchill see Mr. Young, and hopes that an agreement may be reached.

Commissioner Kernan submitted a report in the form of an answer to the letter of Mr. Snider of the Buffalo Produce Exchange. Ordered issued.

Commissioner Kernan submitted a report in the matter of Loper and Burr. Adopted and ordered issued.

Ordered, that the Secretary proceed with the printing of the bridge strain sheets.

In the matter of Town of Bethlehem v. The West Shore Railway Company. Ordered that the Secretary issue a citation to C. M. Depew, as president of New York Central and Hudson River Railroad Company and lessee of the West Shore railway, to show cause why the matter should not be turned over to the Attorney-General, and write to Mr. Oliver referring him to chapter 318, Laws of 1835, and chapter 255, Laws of 1855.

The Secretary submitted letter of P. Dowell, relative to fast running of trains through Saratoga Springs.

The Board adjourned until August 31st, 1886.

WILLIAM C. HUDSON,
Secretary.

AUGUST 31, 1886.

The Board met pursuant to adjournment. All present.

The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Letter of J. D. Layng, West Shore Railroad Company, relative to Cranston's crossing. Commissioner Rogers moved that the West Shore Company be permitted to establish a system of electric signals, and if found to work satisfactorily the Board would modify its

recommendations to that effect, so as to permit the substitution of the same for gates and flagmen recommended.

Letter of S. T. Street, relative to automatic signal, etc. Ordered that Secretary write and ask if the device at Deposit remains in continuous operation, and say that the inspector is now busily engaged, but when opportunity presents itself—say in the early winter—he will visit and inspect its workings.

Letter of Alrich H. Man, relative to the complaint of W. O. McDowell. Ordered that Secretary write to W. O. McDowell to the effect that having received nothing from him as to accountant's report, knowledge is desired as to whether he desires to present any further requests or suggestions.

Letter of J. H. Jeffres, relative to decision in the Loper and Burr matter. Ordered filed.

Letter of C. L. Young, relative to his complaint against the Hartford and Connecticut Western Railroad Company. Ordered that Secretary write and say that when the inspector passes over the Hartford and Connecticut Western railroad, he will inspect the crossings complained of by him.

Letter of Geo. C. Beecher, relative to carrying stock on passenger trains. Ordered usual course.

Letter of A. Schoellkoff. Ordered prescribed course.

Letter of H. and W. J. Welch, relative to decision in Cray, Hall & Co. Ordered filed.

Letter of J. M. Toucey, New York Central and Hudson River Railroad Company, relative to complaint of village of Medina. Ordered that Secretary write village authorities to know if tank and building are removed, and if so, if it removes the danger complained of.

Complaint of Citizens of Utica v. New York, Ontario and Western Railway Company. Ordered usual course.

Letter of Streeter Bros., in answer to reply of Fonda, Johnstown and Gloversville Railroad Company. Referred to Commissioner Rogers to report to Board September 7th.

Complaint of trustees of Fort Edward. Ordered usual course.

Letters of M. J. Robertson and A. McLeod. Ordered case closed.

Letter of J. F. Terry, Mechanicville, relative to decision in Matter of Citizens of Mechanicville v. The Delaware and Hudson Canal Company. Ordered that Secretary cite Delaware and Hudson Canal Company to show cause why case should not be turned over to Attorney-General on September 7th, 10 A. M.

Letter of Chauncey Hagadorn, relative to failure of the Lackawanna and Pittsburgh Railroad Company to comply with decision of Board. Ordered that Secretary write receiver, stating that it is alleged that the railroad has failed in certain particulars, and that it is further alleged that the track is not in proper condition, and asking him to inform the Board as to whether or not these allegations are true.

Of I. H. Maynard, relative to his complaint against the Ulster and Delaware Railroad Company. Ordered copy sent to Judge Schoonmaker.

Letter of W. S. Smith, counsel for Frisbie, Blanchard & Co. Ordered that draft of letter submitted by Commissioner Kernan be sent to President King.

Of A. W. Bishop, relative to Butt safety switch. Ordered that he be informed that the inspector is at present very busy, but he will, when released from present pressing duties, visit Buffalo before the end of September, and make an inspection.

Of A. Steber, relative to obstruction in front of premises, placed there by the New York, Ontario and Western Railway Company. Referred to Commissioner Kernan.

Of Messrs. McEwan, relative to their complaint. Ordered filed.

Letter of T. L. McKeen, relative to his coupler. Ordered filed.

Letter of John Robertson, highway commissioner of village of Churchville, relative to crossing. Ordered that he be written to and asked if the crossing is still protected by a flagman.

Letter of Obadiah Edmonds, relative to accident recently occurring to him on the Lake Shore railroad. Ordered that Secretary state the facts to the company.

Application of Albany railway for increase of capital stock. Ordered that accountant continue the investigation into the accounts of the Albany Railway Company, down to present date.

Letters of Stephen T. Hopkins and of J. D. Layng, relative to Saugerties crossing. Ordered that Mr. Hopkins be asked if the filling has been done yet, and if not, to write to Mr. Layng.

Letter of Thomas T. Hill, relative to complaint against the Mahopac railroad. Case ordered closed.

Of Kidder M. Scott, relative to the Mt. Morris complaint. Ordered that company be cited to show cause why it should not be turned over to Attorney-General, September 7th, because recommendations of Board have not been complied with.

Bill of T. W. Spencer, \$159.40, for traveling expenses. Ordered approved.

In the matter of Citizens of Bethlehem v. The West Shore railroad. A hearing on the citation to leasee road to show cause why the matter should not be turned over to Attorney-General was had, at which Mr. Kenney for the road and Mr. Slingerland and Jos. Oliver, highway commissioners, were present. Ordered that the matter be turned over to Attorney-General.

Commissioner O'Donnell presented the complaint of Milton, Brown & Co., against the Boston and Albany Railroad Company. Ordered usual course.

In the matter of Burdick v. The Utica and Black River Railroad Company, the Board

being informed that the complainant, Burdick, did not desire to press the complaint, and there being no appearance on the order to show cause on the 31st; ordered that the matter be laid over two weeks in order that the Board may ascertain whether such is the desire of the complainant or not.

Ordered, that Secretary write to the Central and Hudson River Railroad Company for its rates on condensed milk in packages and cans from such stations as they ship from to New York.

The Board then adjourned until September 7th.

WILLIAM C. HUDSON,
Secretary.

SEPTEMBER 7, 1886.

The Board met pursuant to rule. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business under the rule, as follows:

Telegram from F. D. Locke, asking postponement in Mt. Morris hearing. Ordered that Secretary write Mr. Locke that the hearing is postponed until Tuesday, September 14th, and for the last time, and that personal appearance is not necessary.

Letter of John Newell, president Lake Shore and Michigan Southern Railroad Company, relative to accident to Obadiah Edmonds. Ordered placed on file.

Letter of Stephen T. Hopkins, relative to Saugerties crossing. Ordered that Secretary communicate the facts to the West Shore Railroad Company.

Letter of John King, relative to the Frisbie, Blanchard & Co. matter. Ordered that a hearing be set down for the 21st inst., 10 A. M., unless in the meantime an amicable arrangement is made.

Letter of Jos. R. Mansion, Knight of Labor, relative to the payment of the wages of the Troy and Boston Railroad Company. Ordered usual course.

Letter of H. G. Young, relative to citation in Mechanicville case. Ordered filed.

Letter of John Robertson relative to crossing west of Chili station. Ordered that Secretary write the New York Central and Hudson River Railroad Company that the Board is informed that the flagman at the highway crossing in the town of Riga, west of the Chili station, was withdrawn six or seven weeks ago; that when the point was inspected by Commissioner Kernan and Superintendent Burrows, the flagman was agreed upon and it was then understood he was to be left there. The Board regards the withdrawal of the flagman as wrong and recommends that he be restored and kept at that crossing.

Ordered that T. W. Spencer be empowered to employ a copyist to assist him in the preparation of his reports of inspection.

Commissioner Rogers submitted a report in the matter of Freileweh v. The Kingston City Railroad Company. Commissioner Kernan concurred in writing. Ordered adopted, printed and issued.

Commissioner Rogers submitted a report in the matter of Streeter Bros. v. The Fonda, Johnstown and Gloversville Railroad Company, referred to him to report a course of procedure. Report adopted.

Commissioner Kernan submitted a report in the case of Steber v. The Delaware and Hudson Canal Company. Ordered adopted and issued.

Mr. H. G. Young was heard in response to the citation in the Mechanicville matter. Ordered that the facts in the case and the failure to conform to the recommendations of the Board be turned over to the Attorney-General.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

SEPTEMBER 14, 1886.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. The minutes of the last meeting were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Report of the accountant relative to the examination of the accounts of the Albany Railway Company. Ordered laid on table.

Citation of citizens of Oneida, Madison county, v. New York, Ontario and Western Railway Company, as to dangerous crossing. Ordered complaint sent to company with copy of the correspondence forwarded.

Letter of Mr. Cooleedge, president Glens Falls, Sandy Hill and Fort Edward Railroad Company. Ordered copy sent complainant.

Letter of receiver of the Buffalo, New York and Philadelphia Railroad Company. Ordered copy sent to K. M. Scott, and case suspended for one month, and that Mr. Scott be notified to inform the Board whether the recommendation has been complied with.

Letter of A. W. Bishop, relative to Batt safety switch. Ordered copy sent to inspector.

Letter of John Newell, president Lake Shore and Michigan Southern Railroad Company, and accompanying report. Ordered copy be sent to Obadiah Edmonds.

Letter of Arthur Mills, general traffic manager Boston and Albany Railroad Company. Ordered copy sent to Milton Brown, and that Mr. Mills be written and asked what the conditions are in which terminus is changed while goods are in transit.

Letter of H. G. Yonng, assistant president and general manager, relative to Ben Scott. Ordered case closed with the entry that the Board is satisfied that the railroad company had adequate police guard at the station, and that when the company was informed of the robbery, proper and sufficient means were taken to detect the thieves.

Letter of H. G. Young, Delaware and Hudson Canal Company, relative to complaint of D. D. and T. T. Graham. Ordered case closed.

Letter of Bradford Snyder, relative to the building of fences on line of Elmira, Cortland and Northern railroad. Ordered usual course.

Letter of G. A. Streeter & Bros., relative to his complaint against Fonda, Johnstown and Gloversville Railroad Company. Ordered filed.

Letter of Thomas P. Fowler, relative to complaint of Citizens of Utica v. The New York, Ontario and Western Railroad Company. Ordered that a copy of the complaint and answer be sent to the mayor and common council of Utica, with draft of letter submitted by Commissioner Rogers.

Letter of Thomas P. Fowler, relative to decision in Steber matter. Ordered filed.

Letter of J. H. Jeffres, relative to compliance with recommendations in the Loper and Burr matter. Ordered case closed.

Letter of J. D. Layng, relative to the Saugerties crossing. Referred to Commissioner Rogers.

Letter of C. C. Overton, relative to running of the Coney Island railroad. Ordered copy sent to Austin Corbin and other lines, with letter asking what service they propose to give after the 21st inst., during the winter months, and requesting an immediate answer.

Commissioner Rogers submitted the fact of there being no provision in the new part of the New York Central and Hudson River Railroad Company depot, in New York city, to give information as to trains delayed. Referred to Commissioner Rogers to write to the company.

Commissioner Kernan submitted a report in the matter of the Anglo-Swiss Milk Association. Adopted, ordered printed and issued.

Commissioner Kernan submitted a report in the matter of McEwan v. The Utica and Black River Railroad Company. Adopted, ordered issued and printed.

The accountant submitted the fact of the failure of the Troy and Boston Railroad Company to file its report for the quarter ending June 30th. Ordered that citations to show cause why their neglect of duty should not be presented to the Attorney-General, be issued to Daniel Robinson, president Troy and Boston Railroad Company, and J. Edward Merrill, treasurer Troy and Boston Company, Monday, September 20th, 8 P. M.

Ordered, that Secretary write asking whether the understanding between Commissioner Kernan and H. Hollinwood, general manager and general superintendent Staten Island Rapid Transit Company, to lower and change the fence at Tottenville in front of premises of Rudolph Craft, has been carried out.

The Board adjourned until Monday, September 20th, 8 P. M.

WILLIAM C. HUDSON,
Secretary.

SEPTEMBER 20, 1886.

The Board met pursuant to adjournment. All present.

The minutes of the last meeting were read and approved.

Commissioner O'Donnell asked that the fact of two telegrams announcing his detention from the meeting of the 7th inst., by reason of illness in his family, and from the 14th by reason of a fire, be noted on the minutes. Agreed to.

The Secretary submitted the unfinished business, under the rule.

Letter of Robert Armstrong, Jr., for trustees' committee of Fort Edward, relative to running of cars on Glens Falls, Sandy Hill and Fort Edward railroad. Ordered that the Secretary send for proof of agreement and copy of same, between the trustees and corporation, and request immediate reply.

Letter of F. S. Gannon, relative to changing the fence at Tottenville in front of the premises of Rudolph Craft. Commissioner Kernan submitted a report in this matter. Approved and ordered issued.

Letter of A. Schoonmaker, Jr., relative to the matter of I. H. Maynard v. The Ulster and Delaware Railroad Company. Ordered that Mr. Maynard be informed by telegraph that the defendants insisted upon the hearing on the 22d inst.

Letter of J. A. Ward, counsel, relative to Burdick v. The Utica and Black River Railroad Company. Ordered that the draft of a letter submitted by Commissioner Rogers be sent to J. A. Ward.

Letter of Edward Comstock, mayor of city of Rome, relative to appeal of common council of that city to the Board. Ordered that Secretary write and say that case seems to be covered by chapter 62, Laws of 1858, and is apparently a subject over which this Board has no jurisdiction.

Letter of S. T. Street, relative to automatic signal. Ordered sent to the inspector of the Board.

Application of the Albany Railway Company for increase of capital stock. Ordered that the accountant be instructed to carry forward the examination of the finances of the Albany Railway Company, from the date when he last rested to the present date.

Letter of Geo. O. Membery, relative to his fences. Referred to Commissioner O'Donnell.

Letter of J. D. and T. T. Graham. Ordered case closed.

Letter of C. B. Sanford, relative to safety of New York, Rutland and Montreal railroad. Ordered that the Secretary write to general manager of the New York, Rutland and Montreal Railroad Company, that on the date of April 15, 1896, the rate of speed of 15 and 25 miles per hour was recommended by the Board. The Board is now informed that this rate of speed is now exceeded, and the Board desires to know what improvements have been made that justify such increase of speed; an immediate answer desired.

Letter of Milton Brown & Co. of Buffalo and A. W. Mills, general traffic manager of the Boston and Albany Railroad Company, relative to the complaint of Milton Brown & Co. v. Boston and Albany Railroad Company.

Commissioner O'Donnell moved that Milton Brown & Co. be written to, asking if they have any facts justifying their allegations of discrimination in favor of Cutler & Co., other than those mentioned in their last communications, by the Boston and Albany Railroad Company, or any other party outside the State, against them, or any other Buffalo firm, and if so, to send such evidence to the Board and ask if they desire a hearing before the Board.

Commissioner Rogers moved to amend by adding the words: "Upon the failure of the Boston and Albany to conform to their request, to detain the cars at East Albany."

Commissioner O'Donnell accepted the amendment, and on the question the vote was in the affirmative.

Letter of Frank J. Kearney, clerk of the village of Medina, relative to a dangerous crossing. Referred to Commissioner O'Donnell.

Letter of J. R. Davies, relative to his coupler. Ordered that the Board refuses, and has always refused, to give an opinion on a coupler service until they had seen it in practical operation on a car.

Of Chas. H. Meeks, relative to quarterly report of South Ferry Railroad Company. Ordered that accountant be instructed to insist on the report.

Commissioner O'Donnell submitted the complaint of G. M. Sweet against The Syracuse, Phoenix and Oswego Railroad Company. Ordered usual course.

The Board adjourned until September 21, 1886, 10 A. M.

SEPTEMBER 21, 10 A. M.

The Board met pursuant to adjournment. Present—Commissioners Kernan and Rogers. Messrs. Joseph D. Frisbie and Walter Lloyd Smith, in the matter of Frisbie, Blanchard & Co. v. The New York, Lake Erie and Western Railroad Company, were heard.

The New York, Lake Erie and Western having asked for a postponement, the complainants agreed thereto. Adjournment taken for two weeks.

Adjourned to September 22d, 1886, 10 A. M.

SEPTEMBER 22, 10 A. M.

The matter of I. H. Maynard v. The Ulster and Delaware Railroad Company was heard, Commissioner Rogers sitting.

A. Schoonmaker, Jr., and Mr. Dimmick appeared for the company, and E. A. Bedell for I. H. Maynard.

The Board adjourned.

WILLIAM C. HUDSON,
Secretary.

SEPTEMBER 28, 1886.

The Board met pursuant to rule. All present.

The minutes were read and approved.

The Secretary submitted the unfinished business, under the rule, as follows:

Letter of Milton Brown & Co., relative to complaint of that firm against The Boston and Albany Railroad Company. Ordered filed.

Letter of W. O. McDowell, relative to his complaint against The New York and Sea Beach Railroad Company.

Commissioner Rogers moved that the case be closed and that The New York and Sea Beach Railroad Company be instructed to make out and forward to this Board, within

thirty days, amended annual reports for the fiscal years ending September 30, 1888, 1884 and 1886, in accordance with the distribution of items as made by the accountant of the Board. Adopted.

Letter of the Royal Commission on Railways of the Dominion of Canada.

Commissioner O'Donnell moved that all the reports be sent the Commission, and the Secretary write the necessary letters.

Of Robert Armstrong, Jr., relative to the complaint of Trustees against The Glens Falls, Sandy Hill and Fort Edward Railroad Company. Ordered that Secretary send a copy of the agreement and ask why under this it is not the duty of the company to run as therein provided.

Letter of J. D. Layng, West Shore Railway Company, relative to St. Johnsville crossing. Ordered filed.

Letter of Dr. Franklin, relative to rates charged to passengers. Ordered that Secretary write saying, that under date of July 12th, the company informed the Board that it had revised its charges, and asking, that a table of distances and fares between stations be sent to the Board, and to inform Dr. Franklin of the action taken, and if necessary further action will be taken.

Letter of Thos. C. Purdy, alleging discrimination on part of The New York Central and Hudson River Railroad Company against The Mann Boudoir Car Company. Ordered usual course.

Letter of James A. Ward, relative to case of Nelson Burdick against The Utica and Black River Railroad Company, asking postponement, in relation to turning matter over to the Attorney-General, for a month.

Commissioner Rogers moved that the following draft of a letter be sent to Nelson Burdick, James A. Ward, and to both corporations:

NELSON BURDICK, Esq.:

SIR—Notice is herewith given that at the request of J. A. Ward, Esq., counsel for complainant, the action of this Board in reference to reporting the failure of The Utica and Black River Railroad Company, and the Rome, Watertown and Ogdensburg Railroad Company, lessee of same, to the Attorney-General, for failure to conform to its recommendation of February 8d, 1886, in the case of Nelson Burdick against Utica and Black River Railroad Company, has been postponed for one month. Carried.

Letter of C. E. White, general manager of The New York, Rutland and Montreal railroad, as to the condition of road. Referred to Commissioner Rogers to write and send letter.

Letter of Hugh Reilly, district attorney, Albany county, as to the complaint of the commissioners of highways of town of Bethlehem v. The West Shore Railway Company. Ordered filed.

The accountant's report of his examination into the affairs of the finances of The Albany Railway Company, in the matter of its application for an increase of capital stock. Referred to Commissioner Rogers.

Commissioner Rogers submitted a report in the matter of the complaint of Streeter Brothers v. The Fonda, Johnstown and Gloversville Railroad Company. Laid upon table, ordered printed and proof sent to Commissioner.

Commissioner Rogers submitted a report in the matter of Merchants' Association of Johnstown v. The Fonda, Johnstown and Gloversville Railroad Company. Laid on table and ordered printed, and proof sent to Commissioner.

Commissioner Rogers submitted a report in the matter of S. T. Hopkins v. The West Shore Railway Company, as to crossing. Adopted and ordered issued.

William Lounsbury was heard in an application for a reopening of the matter of Jacob Freileweh et al. v. The Kingston City Railroad Company.

Letter of J. Edward Merrill, Troy and Boston Railroad Company, in answer to complaint of Knights of Labor. Ordered usual course.

Board adjourned until September 29, 10 A. M.

SEPTEMBER 29, 10 A. M.

The Board met pursuant to adjournment. Present Commissioners Kernan and Rogers. The Secretary submitted the letter of Arthur S. Davis, relative to the crossing at Chili station. Referred to Commissioner Kernan.

Letters of Brooklyn, Bath and West End; New York and Sea Beach; Prospect Park and Coney Island; Manhattan Beach, and Brooklyn, Flatbush and Coney Island Railroad Companies, relative to their winter service. Referred to Commissioner Kernan.

Commissioner Kernan submitted a report on the Silver Creek accident on the New York, Chicago and St. Louis railroad. Ordered printed and issued.

The Secretary submitted the letter of Jos. A. Mansion, relative to complaint of Knights of Labor against Troy and Boston Railroad Company.

Ordered, that Secretary write and say that at present the Board does deem it wiser to rely on the promise of the company to fix a regular pay-day, rather than to investigate a state of facts the company admits to have existed, but if the irregularity continues, the Board will investigate and take action.

Ordered, that Secretary write The West Shore Railway Company, and ask why, in making up 7 A. M. trains at Kingston, the passenger car is put next to the engine without any intervening baggage or other car between.

Commissioner Rogers offered the following preamble:

WHEREAS, upon the application of the petitioners in the matter of Jacob A. Freileweh and others against the Kingston City Railroad Company, alleging that they had had no opportunity to inspect the accountant's report used by the Board in its decision therein, prior to such decision, and that they had, consequently, not fully presented their evidence or argument to rebut the statements contained in such accountant's report, or hearing upon the question of the consents given to the change of route and extension proposed, therefore,

Ordered, that a hearing be granted at Albany on October 12th, 1886, at 1 P. M., at the Capitol, upon the following questions, to-wit:

1. Have the requisite consents been given for the change of route, and the proposed extensions of the road?

2. Are any of the statements contained in the accountant's financial report used by the Board incorrect, so far as the same relates to the question of the reduction of the fare?

Adopted.

The Secretary submitted the report of the accountant upon the reduction of the second volume.

Board adjourned.

WILLIAM C. HUDSON,
Secretary.

EXPENSES OF THE BOARD.

Traveling expenses of the Board of Railroad Commissioners for the twelve months ending September 30, 1886, as filed and audited by items in the office of the Comptroller of the State. (Limited by chapter 353, Laws of 1882, to \$500 per month, in the aggregate, or \$6,000 per annum.)

Of the three Commissioners	\$1,367 41
Of the inspector and accountant	728 63
Of the marshal, stenographer, clerks, etc.....	98 10
Total.....	<u>\$2,194 14</u>

NEW COMPANIES

*General Railroad Law during year ending September 30,
filing Articles in the office of the Secretary of State.*

OF ROAD.	County in which located.	Articles filed.	Length of road.	Capital stock.
			Miles.	
h Railway.....	Onondaga.....	July 7, 1886	1	\$25,000
.....	Orange.....	March 17, 1886	5	500,000
.....	Kings.....	November 26, 1885	1	1,000,000
South Shore.....	Kings and Queens	March 8, 1886	16	1,250,000
able.....	Kings.....	March 19, 1886	1-2	500,000
y Street Crosstown.....	New York.....	January 16, 1886	4	1,000,000
sville.....	Erie and Ontario..	January 19, 1886	100	1,000,000
.....	Erie.....	March 25, 1886	10	300,000
.....	Onondaga.....	July 7, 1886	1 12-320	12,000
.....	Ontario.....	May 4, 1886	2 1-2	30,000
.....	Madison & Oneida	.....	20	200,000
ilway.....	Kings.....	March 6, 1886	.....	1,000,000
.....	New York.....	October 19, 1885	5	2,500,000
claser.....	Col. & Rensselaer.	June 15, 1886	30	300,000
.....	Steuben.....	June 23, 1886	3 1-2	50,000
st End.....	Broome.....	March 23, 1886	2	20,000
verside.....	Broome.....	October 5, 1886	2	20,000
ay.....	Westchester.....	December 24, 1885	8	100,000
.....	Westchester.....	May 29, 1886	1	50,000
side and Ozone Park....	Kings and Queens	December 24, 1885	6	100,000
.....
hird streets and Eastern	New York.....	January 11, 1886	4	1,500,000
wan Street Railway.....	Dutchess.....	February 24, 1886	2	25,000
e Point Street.....	Queens.....	July 26, 1886	3 3-4	60,000
istrict Railway.....	New York.....	December 29, 1885	1 1-3	4,000,000
.....	Oswego.....	December 18, 1885	15	160,000
ay.....	Onondaga.....	March 13, 1886	2	50,000
ay.....	Monroe.....	May 25, 1886	53-100	60,000
.....	New York.....	October 9, 1885	2 1-2	500,000
en Railway.....	New York.....	October 17, 1885	3	1,000,000
.....	Chautauqua.....	November 6, 1885	.....	100,000
thern.....	Chautauqua.....	May 25, 1886	4	50,000
ine Railway.....	.....	.....	.....	.....
burgh.....	Steuben.....	April 2, 1886	12	125,000
Railway.....	New York.....	March 15, 1886	8	2,000,000
.....	New York.....	March 30, 1886	10	2,500,000
and South Ferry.....	Niagara.....	October 4, 1885	3	35,000
d Sea Beach.....	Kings and Queens	March 3, 1886	19	1,900,000
ed.....	Kings.....	June 5, 1886	.....	1,000,000
.....	New York.....	October 27, 1885	1 1-10	20,000
d Twenty-third Street..	New York.....	August 19, 1886	4 1-2	300,000
orrisania.....	New York.....	October 27, 1885	25	10,000,000
ce.....	New York.....	January 23, 1886	7	10,000,000
ce.....	Kings.....	October 3, 1885	1-2	250,000
ilway.....	Orange.....	January 16, 1886	4	40,000
.....	Rockland.....	June 2, 1886	2 1-2	30,000
ew York Extension.....	New York.....	December 25, 1885	12	36,000,000
Railway.....	Rockland.....	December 30, 1885	5	150,000
ade.....	New York.....	February 1, 1886	28	1,000,000
n Railway.....	New York.....	February 1, 1886	40	1,000,000
Railway.....	Niagara.....	January 7, 1886	3	100,000
hripool Railway.....	Franklin.....	February 17, 1886	24	300,000
ck Extension.....	.....	.....	.....	.....
.....	St. Lawrence.....	December 22, 1885	7	70,000
.....	Greene.....	November 25, 1885	2	60,000
on.....	Queens.....	August 31, 1886	5	50,000
.....	New York.....	November 17, 1885	4	50,000
Southwestern.....	Dutchess.....	September 1, 1886	13	500,000
.....
Sanford's Point.....	Queens.....	September 23, 1886	2	20,000
sville and Lackawanna..	Steuben, Allegh'y	June 9, 1886	17	300,000
.....	Monroe.....	June 22, 1886	6	100,000
.....	Queens.....	March 6, 1886	1	25,000

NEW COMPANIES FORMED DURING YEAR—*Continued.*

NAME OF ROAD.	County in which located.	Articles filed.	Length of road.	Capital stock.
			Miles.	
Rome City Street Railway	Oneida	December 22, 1885	4	\$50,000
Rome, Watertown and Ogdensburg Terminal	Monroe	June 22, 1886	2	50,000
Salina and Oakwood	Onondaga	March 22, 1886	1 1-2	50,000
Schenectady Street Railway	Schenectady	February 25, 1886	2	25,000
Sea Beach and Sheephead Bay	Kings	August 24, 1886	1-2	10,000
Sea Cliff Inclined Cable Railway	Greene	December 3, 1885	1-3	18,000
Seneca Falls and Cayuga Lake	Seneca	May 24, 1886	2 1-2	40,000
Seneca Falls, Restvale and Cayuga Lake	Seneca	January 29, 1886	3	30,000
Seventh Ward Railway	Onondaga	March 12, 1886	2	50,000
State Line and Stony Point	Rockland	March 6, 1886	18 3-4	2,500,000
Staten Island Northern	Richmond	March 15, 1886	19	1,000,000
St. Nicholas Avenue and Crosstown	New York	October 28, 1885	6 1-2	700,000
South Brooklyn and Flatbush	Kings	September 29, 1886	4	500,000
South Brooklyn Street	Kings	September 29, 1886	8	200,000
Syracuse and Baldwinsville	Onondaga	June 2, 1886	6	60,000
Syracuse and South Bay	Onondaga	July 10, 1886	12 1-2	250,000
Terminal Underground	New York	March 28, 1886	3 1-2	500,000
Third Ward Railway	Onondaga	February 28, 1886	3	50,000
Twenty-third Street District Railway	New York	December 29, 1885	1 1-3	4,000,000
Union Elevated	Kings	June 14, 1886	.....	1,000,000
Utica Belt Line Street	Oneida	February 15, 1886	18	150,000
Westfield and Chautauqua	Chautauqua	July 8, 1886	14	375,000
Woodlawn and Butternut Street	Onondaga	May 18, 1886	2	30,000
Yonkers	Westchester	January 7, 1886	20	200,000
Yonkers Street	Westchester	February 2, 1886	10	100,000

REORGANIZATIONS.

THE ROCHESTER AND PITTSBURGH RAILROAD COMPANY.

This road, after being sold under mortgage foreclosure, was reorganized under the corporate name of "The Buffalo, Rochester and Pittsburgh Railroad Company." Certificate of incorporation filed October 28, 1885.

THE BROOKLYN, BATH AND CONEY ISLAND RAILROAD COMPANY.

This road was sold under mortgage foreclosure, and immediately thereafter reorganized under the corporate name of "The Brooklyn, Bath and West End Railroad Company."

Certificate of incorporation filed November 25, 1885.

THE NEW YORK, WEST SHORE AND BUFFALO RAILWAY COMPANY.

The above road was sold under mortgage foreclosure. Immediately thereafter it was reorganized under the corporate name of "The West Shore Railroad Company." Certificate of incorporation filed December 5, 1885.

THE NEW YORK FORDHAM AND BRONX RAILWAY COMPANY.

The commissioners appointed under chapter 606, Laws of 1875, by the mayor of the city of New York, relative to determining the necessity of steam rail-

reported that the capital stock had been subscribed, the percent-
(\$40,000) and that it was intended to construct, maintain and
in good faith.

incorporation filed December 9, 1885.

THE CONEY ISLAND ELEVATED RAILWAY COMPANY.

, after being sold under mortgage foreclosure, was reorganized
ate name of "The Sea View Railroad Company."
incorporation filed June 4, 1886.

NEW YORK AND BRIGHTON BEACH RAILWAY COMPANY.

r being sold under mortgage foreclosure, was reorganized under
ne of "The Sea Beach and Brighton Railroad Company."
incorporation filed July 26, 1886.

CONSOLIDATIONS.

GENEVA AND CORNING RAILROAD COMPANY, AND THE PENN
YAN AND NEW YORK RAILWAY COMPANY.

consolidation of the above companies into one organization, to be
Syracuse, Geneva and Corning Railway Company," were filed No-

RY AND SEA SIDE DIRECT TRANSIT COMPANY, THE TUNNEL EX-
WAY COMPANY, AND THE BRIDGE TUNNEL RAILWAY COMPANY.

olidation into one organization of the above-named companies,
The Brooklyn Sub-Railway Company," were filed March 5, 1886.

BLACK RIVER RAILROAD COMPANY, THE CLAYTON AND THERESA
PANY, AND THE OGDENSBURGH AND MORRISTOWN RAILROAD

association of the above-named companies into one organization,
The Utica and Black River Railroad Company," were filed March

PHOENIX AND OSWEGO RAILWAY COMPANY, AND THE FULTON AND
OSWEGO RAILROAD COMPANY.

association of the above-named companies into one organization,
"The Syracuse, Phoenix and Oswego Railway Company," were
86.

SEE STREET AND SEWARD AVENUE RAILWAY COMPANY AND THE
AUBURN AND OWASCO LAKE RAILWAY COMPANY.

ociation of the above-named companies into one organization,
ate name of "The Auburn City Railway Company," were filed

LAKE RAILWAY COMPANY AND THE HOOSAC TUNNEL AND SARA-
TOGA RAILWAY COMPANY.

association of these two companies into one organization, to be
Troy, Saratoga and Northern Railroad Company," were filed
86.

EXTENSION OF ROUTES.

THE BROOKLYN CITY RAILROAD COMPANY.

Certificate of extension of route filed October 13, 1885.
Length of extension, one mile.

THE ROCHESTER CITY AND BRIGHTON RAILROAD COMPANY.

Certificate of extension of route filed October 19, 1885.
Length of extension, 1,800 feet.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY.

Certificate of extension of route filed November 4, 1885.
Length of extension, eleven miles.

THE STEINWAY AND HUNTERS POINT RAILROAD COMPANY.

Certificate of extension of route filed November 5, 1885.
Length of extension, two miles.

THE STEINWAY AND HUNTERS POINT RAILROAD COMPANY.

Certificate of extension of route filed September 23, 1886.
Length of extension, 4,700 feet.

THE NEW YORK CABLE RAILWAY COMPANY.

Certificate of extension of route filed November 23, 1885.
Length of extension, seventeen miles.

THE FORTY-SECOND STREET AND GRAND STREET FERRY RAILROAD COMPANY.

Certificate of extension of route filed February 23, 1886.
Length of extension, 1,900 feet.

THE LONG ISLAND CITY AND NEWTOWN RAILROAD COMPANY.

Certificate of extension of route filed March 22, 1886.
Length of extension, 500 feet.

THE SYRACUSE AND ONONDAGA RAILWAY COMPANY.

Certificate of extension of route filed March 25, 1886.
Length of extension, one and six-eighths miles.

THE NEWBURGH STREET RAILWAY COMPANY.

Certificate of extension of route filed April 1, 1886.
Length of extension, one and one-half miles.

THE SCHENECTADY STREET RAILWAY COMPANY.

Certificate of extension of route filed April 1, 1886.
Length of extension, two miles.

THE OGDENSBURGH STREET RAILWAY COMPANY

Certificate of extension of route filed August 17, 1886.
Length of extension, five-eighths of a mile.

EXTENSION OF ROUTES.

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THE KINGSTON CITY RAILROAD COMPANY.

of extension filed July 1, 1886.
extension, 700 feet.

THE UTICA BELT LINE STREET RAILROAD COMPANY.

of extension filed September 10, 1886.
extension, 13,050 feet.

ENACTMENTS.

1886.

Bonded indebtedness of villages, cities, towns and counties : Providing means for payment and refunding of.

Chap. 316. An act in relation to the bonded indebtedness of villages, cities, towns and counties in this State, and to provide means for the payment and refunding thereof.

Broadway Surface Railroad Company: Repeal of charter.

Chap. 268. An act to annul and dissolve the Broadway Surface Railroad Company.

Buffalo city : Relative to street railroads.

Chap. 431. An act to amend chapter two hundred and twenty-nine of the Laws of eighteen hundred and eighty-five, entitled "An act in relation to the street railroads in the city of Buffalo."

Chautauqua Assembly grounds : Protection from railroads.

Chap. 403. An act to protect the Chautauqua Assembly grounds from railroads.

Code of Criminal Procedure.

Chap. 28. An act to amend the Code of Criminal Procedure.

Corporations: In relation to receivers.

Chap. 275. An act to amend chapter three hundred and seventy-eight, Laws of eighteen hundred and eighty-three, entitled "An act in relation to receivers of corporations."

Corporations: In relation to winding up.

Chap. 310. An act to provide for the winding up of corporations, which have been annulled and dissolved by legislative enactment.

Corporations, stock: Tax to be levied.

Chap. 143. An act to tax stock corporations for the privilege of organization.

East Genesee Street and Seward Avenue Railroad Company : Authorizing consolidation with the Auburn and Owasco Lake Railway.

Chap. 163. An act to authorize the consolidation of "The East Genesee Street and Seward Avenue Railway" and "The Auburn and Owasco Lake Railway" and to regulate the motor power on the consolidated railroad.

East Side and Mount Vernon Railway Company: Extending time for completion.

Chap. 57. An act to extend the time within which the East Side and Mount Vernon Railway Company shall complete that part of its railway first to be constructed.

Road companies : Amending act in relation to.

act to amend section one of chapter one hundred and eighty-five
eighteen hundred and fifty-seven, entitled " An act to prevent ex-
ad companies."

Oswego Falls Street Railway Company: Legalizing acts of.

act to legalize the acts of the Fulton and Oswego Falls Street
y.

Act: Amending so as to allow railroad companies, by a two-
of directors, to alter or change its route or termini.

act to amend chapter one hundred and forty of the Laws of
d and fifty, entitled " An act to authorize the formation of rail-
s and to regulate the same."

Gloversville Railroad Company: Regulating charges for carrying
and authorizing town of Johnstown to issue town bonds.

act further to amend chapter seventeen of the Laws of eighteen
ty-seven, entitled " An act to authorize the town of Johnstown in
ulton to issue town bonds and loan the same to the Fonda, John-
s-ville Railroad Company and to regulate the rate of charges for
gers upon said road," as amended by chapter four hundred and
aws of eighteen hundred and seventy-three.

Prattsburgh Railroad Company: Regulating weight of rails and com-
er mile per passenger.

act to permit the Kanona and Prattsburgh Railroad Company to
y pounds weight to the lineal yard in the construction of their
w such railroad company to charge five cents per mile for each
is ordinary baggage over said road.

De Railway Company: Regulating construction of.

act to extend and supplement the rights, powers and duties of
Arcade Railway Company, and to regulate the construction of its

and Whirlpool Railway Company: To collect fare for transportation
rs.

act to authorize the Niagara Falls and Whirlpool Railway Com-
and collect rates of fare for passengers upon its road.

Adirondack Railroad Company: Fixing rate of fare.

act to fix the rate of fare for passengers to be charged or taken
of the Northern Adirondack Railroad Company and its extension.

and Coney Island Railroad Company: Authorizing said road to sell
franchises and property in city of Brooklyn.

act to authorize The Prospect Park and Coney Island Railroad
and the Atlantic Avenue Railroad Company of Brooklyn to pur-
rse car railroad franchises and property in the city of Brooklyn
said The Prospect Park and Coney Island Railroad Company.

s of persons dying of contagious or infectious diseases, in transit
is or upon passenger steamboats, to be inclosed in hermetically
ts of metal.

act to prevent the spread of contagious and infectious diseases.

Railroad Commissioners, Board of. Power to issue subpoenas and to limit the number of clerks thereof.

Chap. 509. An act to amend chapter four hundred and forty-one of the Laws of eighteen hundred and eighty-four, entitled "An act to define the duties of certain officers of the Board of Railroad Commissioners, and to regulate the power of issuing subpoenas, and to limit the number of clerks thereof."

Railroad Commissioners (town) to issue bonds in place of bonds lost or destroyed.

Chap. 278. An act to authorize railroad commissioners to issue town bonds in place of bonds lost or destroyed.

Railroad companies. To relieve certain, from operating road during winter season.

Chap. 605. An act to relieve certain railroad companies from the obligation of operating their road under certain conditions during the winter season.

Railroad corporations, formation of: Amending law in relation to.

Chap. 601. An act to amend chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations, and to regulate the same."

Railroads (street): Amending law relative to compensation for right to construct, maintain and operate.

Chap. 642. An act to amend chapter sixty-five of the Laws of eighteen hundred and eighty-six, entitled "An act to secure adequate compensation for the right to construct, maintain, use, operate or extend street railroads in cities and villages."

Railroads (street): Compensation for right to construct, maintain and operate.

Chap. 65. An act to secure adequate compensation for the right to construct, maintain, use, operate or extend street railroads in cities and villages.

Railways (steam): Amending act of 1875, providing for construction and operation of.

Chap. 551. An act to amend chapter three hundred and ninety-three of the Laws of eighteen hundred and eighty-two, entitled "An act to amend chapter six hundred and six of the Laws of eighteen hundred and seventy-five, entitled 'An act further to provide for the construction and operation of a steam railway or railways in counties of the State'"

Railways (street): Relative to companies whose charters have been annulled.

Chap. 271. An act in relation to the consents of property owners, order of the general term confirming reports of commissioners and the consents of the local authorities heretofore given to the construction and operation of street surface railroads, by companies which have been dissolved or annulled, or whose charter may have been repealed by legislative enactment.

Rochester and State Line Railway: Authorizing certain towns in counties of Genesee, Monroe and Wyoming to release claim to stock.

Chap. 14. An act to authorize the towns of Wheatland, in Monroe county, Le Roy and Pavilion, in Genesee county, and Covington, Middlebury, Warsaw, Gainesville and Eagle, in Wyoming county, or the assignees of any of said towns, to release the claim of the said several towns to stock of the Rochester and State Line Railway Company, and any claim against Henry A. Taylor, Isaac S. Waterman and Thomas Leighton, their heirs and personal representatives therefor

lway Company: Authorizing board of directors to sell and convey and real and personal estate.

n act to amend chapter two hundred and thirty-six of the Laws of red and eighty-four, entitled "An act to authorize and empower the Silver Lake Railway Company to sell and convey its roadway and personal estate."

East Durham railroad: Extending time for construction.

act to extend the time for commencing, building and constructing and East Durham railroad.

be recovered from delinquent associations, etc.

n act to provide for the more certain recovery of State taxes from ciations, corporations and joint-stock companies.

nd elevated roads. Regulating hours of labor on

n act to regulate the hours of labor on the street surface and ele- chartered by the State in cities of over five hundred thousand in-

awk Railroad Company: For relief.

n act for the relief of the Utica and Mohawk Railroad Company.

ntment of railroad commissioner.

n act authorizing the appointment of a railroad commissioner for lkill in the county of Orange.

ALPHABETICAL LIST

OF COMPANIES FORMED UNDER THE LAWS OF THIS STATE.

Name of Road.	When formed.	Name of Road.	When formed.
Addison and Northern Pennsylvania...	1882	Auburn and Owasco Lake.....	1880
Addison, Osceola and Cowanesque Val- ley	1878	Auburn and Port Byron	1869
Adirondack	1839	Auburn and Rochester	1836
Adirondack	1863	Auburn and Syracuse.....	1834
Adirondack Estate Railroad Company..	1860	Auburn and Willow Brook	1873
Adirondack Railway	1882	Aurora and Buffalo	1852
Albany	1861	Avenue C	1869
Albany, Bennington and Rutland.....	1850	Avon, Genesee and Mount Morris.....	1860
Albany and Boston	1862	Babylon	1871
Albany and Boston	1864	Baldwinsville Branch.....	1886
Albany and Kenwood.....	1863	Batavia, Albion and Lake Ontario.....	1883
Albany and Lackawanna.....	1866	Batavia, Attica and Salamanca.....	1867
Albany and New York.....	1866	Batavia and Cheektawaga.....	1850
Albany and Northern.....	1851	Bath and Crooked Lake	1881
Albany Railroad.....	1863	Bath and Hammondsport.....	1873
Albany Railway	1863	Bay Ridge and Sea Shore.....	1873
Albany, Sandlake and Stephentown...	1871	Bay Ridge and Sea Side.....	1871
Albany and Saratoga	1852	Bay Shore.....	1866
Albany and Saratoga Springs.....	1853	Belmont and Buffalo	1871
Albany and Schenectady.....	1847	Binghamton Central.....	1883
Albany and Susquehanna.....	1851	Binghamton, Dushore and Williams- port.....	1873
Albany and Vermont.....	1856	Binghamton and Port Dickinson	1868
Albany, Vermont and Canada.....	1859	Binghamton and Susquehanna.....	1833
Albany and West Stockbridge	1836	Binghamton and Williamsport.....	1882
Albion and Tonawanda.....	1832	Black River.....	1836
Allegany Central.....	1881	Black River Company	1833
Allegany Central.....	1882	Black River and Morristown	1870
Amsterdam, Chuctanunda and Northern	1879	Black River and St. Lawrence	1868
Amsterdam Street.....	1873	Black River and Utica.....	1833
Arcade and Genesee River.....	1872	Black River and Woodhull.....	1863
Astoria and Hunters Point	1867	Bleecker Street and Fulton Ferry	1865
Astoria and Hunters Point	1877	Blossburgh and Corning.....	1854
Atlantic Avenue.....	1872	Boonville and Constableville.....	1868
Atlantic and Great Western.....	1859	Boonville and Ontario.....	1863
Atlantic and Great Western.....	1873	Boonville and Port Ontario	1873
Atlantic and Great Western of New York.....	1872	Boonville and Turin.....	1866
Atlantic and Great Western Railroad Company of New York and Pennsyl- vania	1873	Boston and Albany.....	1871
Atlantic and Ontario.....	1871	Boston, Albany and Schenectady.....	1877
Attica and Allegheny Valley	1852	Boston, Hartford and Erie.....	1864
Attica and Arcade.....	1870	Roston, Hartford and Erie Extension..	1864
Attica and Arcade.....	1880	Boston, Hartford and Erie Ferry Exten- sion	1864
Attica and Buffalo.....	1836	Boston and Henderson Harbor.....	1872
Attica and Hornellsville.....	1845	Boston, Hoosac Tunnel and Albany	1873
Attica, Lockport and Lake Ontario.....	1883	Boston, Hoosac Tunnel and Western...	1877
Attica and Sheldon.....	1836	Boston, Hoosac Tunnel and Western Railway	1881
Auburn and Canal.....	1832	Boston, New York and Chicago	1874
Auburn and Deposit Air Line.....	1871	Boston, New York and Western	1880
Auburn and Homer Midland.....	1872	Boston, Rome and Oswego.....	1871
Auburn and Owasco Lake.....	1871	Boston, Saratoga and Western.....	1870
		Boutenberg.....	1886

Name of Road.	When formed.	Name of Road.	When formed.
Bowery Bay and Hunters Point	1882	Brooklyn and Queens County	1883
Bradford, Eldred and Cuba	1881	Brooklyn and Rockaway	1867
Branchport and Penn Yan	1885	Brooklyn and Rockaway Beach	1864
Breslau and Fire Island	1872	Brooklyn, Rockaway and Coney Island	1881
Brewerton and Syracuse	1886	Brooklyn and Sea Shore	1871
Bridge Tunnel	1886	Brooklyn Steam Transit	1869
Brighton (No. 1)	1880	Brooklyn Steam Transit	1871
Brighton (No. 2)	1880	Brooklyn Underground	1881
Brighton Beach and New York	1880	Brooklyn, Winfield and Newtown	1870
Brighton Beach	1879	Brooklyn and Winfield Railway	1869
Broadway and Bowery Bay	1888	Broome and Delancey Street Crosstown	1886
Broadway (of Brooklyn)	1858	Broome, Delancey and Spring Street	1885
Broadway (of New York)	1884	Buffalo and Allegany Valley	1858
Broadway Central Underground	1880	Buffalo, Aurora and Southeastern	1882
Broadway, Lexington and Fifth Avenue	1884	Buffalo and Batavia	1888
Broadway and Rockaway Beach	1880	Buffalo and Black Rock	1883
Broadway and Seventh Avenue	1864	Buffalo, Bradford and Pittsburgh	1859
Broadway Surface	1884	Buffalo Branch of the Erie Railway	1861
Broadway Underground	1880	Buffalo, Cayuga Valley and Pine Creek	1882
Broadway Underground Connecting	1880	Buffalo, Chas. Lake and Pittsburgh	1879
Broadway and Yonkers Patent	1866	Buffalo City	1867
Brook Avenue	1885	Buffalo City	1877
Brooklyn, Bath and Coney Island	1862	Buffalo, Cleveland and Chicago Railway	1881
Brooklyn, Bath and Coney Island	1879	Buffalo and Conhocton Valley	1850
Brooklyn, Bath and West End	1886	Buffalo, Corning and New York	1852
Brooklyn Bridge and South Shore	1886	Buffalo, Corry and Pittsburgh	1868
Brooklyn, Bushwick and Queens County	1885	Buffalo Creek	1869
Brooklyn Cable	1883	Buffalo Creek Extension	1874
Brooklyn and Canarsie	1865	Buffalo Creek Transfer	1881
Brooklyn Central	1859	Buffalo Crosstown	1874
Brooklyn Central and Jamaica	1860	Buffalo East Side Street	1870
Brooklyn City	1853	Buffalo and Erie	1832
Brooklyn City Elevated	1875	Buffalo and Erie	1867
Brooklyn City Elevated	1879	Buffalo Erie Basin	1876
Brooklyn City, Hunters Point and Pros- pect Park	1868	Buffalo and Geneva	1886
Brooklyn City and Newtown	1860	Buffalo and Great Western	1882
Brooklyn City and Ridgewood	1861	Buffalo Harbor	1888
Brooklyn City and Rockaway	1862	Buffalo and Hinsdale	1846
Brooklyn and Coney Island	1876	Buffalo and International	1857
Brooklyn and Coney Island Central	1877	Buffalo International Bridge	1871
Brooklyn, Coney Island and Rockaway	1878	Buffalo and Jamestown	1872
Brooklyn Crosstown	1872	Buffalo and Lake Huron	1858
Brooklyn, E. New York and Rockaway	1864	Buffalo Lehigh	1881
Brooklyn Elevated	1884	Buffalo and Lockport	1852
Brooklyn Elevated and Atlantic Beach	1879	Buffalo and New York	1851
Brooklyn Elevated Railway Construc- tion Company	1882	Buffalo and New York City	1851
Brooklyn Elevated Silent Safety	1874	Buffalo, New York and Erie	1857
Brooklyn, Flatbush and Coney Island	1866	Buffalo, New York and Philadelphia	1871
Brooklyn, Flatbush and Coney Island	1869	Buffalo and Niagara Falls	1884
Brooklyn, Flatbush and Coney Island Railway	1877	Buffalo Niagara Slip	1877
Brooklyn, Flatbush and Rockaway Beach	1879	Buffalo and Oil Creek Cross Cut	1866
Brooklyn, Fort Hamilton, Bath and Coney Island	1836	Buffalo and Pittsburgh	1852
Brooklyn, Fort Hamilton and Coney Is.	1867	Buffalo, Pittsburgh and St. Louis	1852
Brooklyn, Fort Hamilton and Coney Is.	1881	Buffalo, Pittsburgh and Western	1880
Brooklyn Heights Cable	1888	Buffalo, Pittsburgh and Western	1881
Brooklyn and Jamaica	1882	Buffalo and Rochester	1850
Brooklyn and Jamaica	1866	Buffalo, Rochester and Pittsburgh	1881
Brooklyn and Jersey City Ferry	1884	Buffalo, Rochester and Pittsburgh	1886
Brooklyn and Long Island Cable	1884	Buffalo and Southwestern	1878
Brooklyn and Long Island City	1880	Buffalo and State Line	1849
Brooklyn and Long Island Trunk	1888	Buffalo and Springville	1871
Brooklyn and Montauk	1880	Buffalo Street	1860
Brooklyn, Middle Village and Jamaica	1866	Buffalo, Syracuse and Albany	1878
Brooklyn, Prospect Park and Flatbush	1867	Buffalo, Tonawanda and Niagara Falls	1853
Brooklyn, Prospect Park and Jamaica Bay	1869	Buffalo and Washington	1865
		Buffalo and Williamsville	1868
		Buffalo and Williamsville	1870
		Buffalo and Williamsville	1886
		Burnet Street Car	1886
		Bushwick	1867
		Cairo	1884

Name of Road.	When formed.	Name of Road.	When formed.
Calvary Cem'y, Greenpoint and Brook'n	1835	Cherry Valley and Susquehanna.....	1836
Canajoharie and Catskill.....	1830	Christopher and Tenth Street.....	1872
Canal.....	1878	Christopher Street and James Slip Ferry	1885
Canandaigua and Bath.....	1872	Citizens' Railway.....	1885
Canandaigua and Corning.....	1845	Citizens' Street Railroad Company of Rochester.....	1885
Canandaigua and Elmira.....	1852	City (Binghamton).....	1884
Canandaigua and Niagara Falls.....	1851	City Island.....	1884
Canandaigua, Palmyra and Ontario.....	1872	City Line and Canarsie.....	1869
Canandaigua Railway and Transporta- tion Company.....	1828	City (Poughkeepsie).....	1873
Canandaigua Street.....	1886	Clayton and Theresa.....	1871
Canandaigua and Syracuse.....	1853	Clinton Avenue.....	1864
Canarsie, Brooklyn and Winfield.....	1864	Clifton and South Clifton.....	1853
Canarsie and Flatbush.....	1874	Clove Branch.....	1869
Cauastota Northern.....	1866	Clyde and Sodus Bay.....	1853
Canton and St. Lawrence River.....	1865	Coeymans.....	1856
Canton and Waddington.....	1834	Cohoes and Waterford.....	1863
Cassadaga and Erie.....	1836	Cohoes and Waterford.....	1867
Castleton and West Stockbridge.....	1834	Cohoes and Waterford.....	1872
Carthage and Adirondack.....	1838	Cold Spring.....	1839
Carthage, Watert'n and Sackett's Har.	1869	Columbia and Rensselaer.....	1886
Catskill City.....	1885	Columbia Street and Erie Basin.....	1866
Catskill Horse.....	1874	Concourse.....	1880
Catskill and Ithaca.....	1828	Conesus Lake.....	1882
Catskill Mountain.....	1880	Coney Island Beach.....	1877
Catskill and Schoharie Valley.....	1871	Coney Island and Brooklyn.....	1860
Cattaraugus.....	1868	Coney Island Centre and Safety Rails Elevated.....	1880
Cayuga Lake.....	1867	Coney Island and East River.....	1876
Cayuga Northern.....	1872	Coney Island Elevated.....	1880
Cayuga Midland.....	1871	Coney Island High and Low-water Mark.....	1877
Cayuga Railway.....	1875	Coney Island and Rockaway.....	1878
Cayuga Southern.....	1878	Coney Island and Sea View Elevated.....	1880
Cayuga and Susquehanna.....	1843	Coney Island, Sheepshead Bay and Ocean Avenue.....	1880
Cazenovia and Canastota.....	1868	Coney Island Surface.....	1877
Cazenovia and Canastota.....	1873	Coney Island Transit.....	1880
Cazenovia, Canastota and De Ruyter ..	1873	Connecting Terminal.....	1881
Cazenovia, Canastota and De Ruyter ..	1876	Cooperstown and Cherry Valley.....	1867
Cazenovia and De Ruyter.....	1872	Cooperstown and Susquehanna Valley.....	1865
Cedarhurst.....	1885	Copenhagen and Turin.....	1866
Central City.....	1860	Corning and Blossburg.....	1851
Central Crosstown.....	1873	Corning, Cowanesque and Antrim.....	1873
Central Elevated Railway.....	1869	Corning and Olean.....	1853
Central Elevated Railway.....	1886	Corning and Painted Post.....	1866
Central of Long Island.....	1871	Corning and Seneca Lake.....	1864
Central Park, North and East River.....	1860	Cornwall Branch.....	1869
Central Park and Kings Bridge.....	1866	Cornwall Suspension Bridge.....	1863
Central Railroad Extension.....	1873	Cortland and Homer.....	1882
Central Saratoga.....	1878	Court Street and East End.....	1884
Central of Staten Island.....	1870	Court Street and River Side.....	1883
Central Staten Island.....	1873	Court Street and River Side.....	1885
Central Tunnel.....	1881	Coxsackie and Schenectady.....	1837
Central Valley.....	1870	Croton Valley.....	1886
Chambers Street.....	1877	Cypress Hill Railway.....	1872
Chambers Street.....	1884	Dansville and Rochester.....	1882
Chambers Street Crosstown.....	1880	Delaware.....	1886
Chambers Street and Grand St. Ferry..	1884	Delhi and Hudson River.....	1882
Champlain and St. Lawrence.....	1851	Delhi and Middletown.....	1871
Charlotte Lake View.....	1875	Division Avenue.....	1853
Charlotte and Lake View.....	1881	Dry Dock, East Broadway and Battery.....	1864
Chateaugay.....	1879	Dunkirk, Allegheny Valley and Pitts- burgh.....	1873
Chautauqua County.....	1851	Dunkirk and Chautauqua Lake.....	1865
Chautauqua Lake.....	1874	Dunkirk, Chautauqua Lake and Pitts- burgh.....	1879
Chautauqua Lake.....	1885	Dunkirk and Fredonia.....	1866
Chautauqua Valley.....	1882	Dunkirk and Junction.....	1879
Chemung.....	1845	Dunkirk, Warren and Pittsburgh.....	1867
Chemung and Ithaca.....	1837	Dunkirk, Warren and Pittsburgh.....	1870
Chenango Valley.....	1863		
Cherry Valley, Sharon and Albany.....	1869		
Cherry Valley and Mohawk River.....	1864		
Cherry Valley and Spraker's Horse Power Railroad Company.....	1860		

Name of Road.	When formed.	Name of Road.	When formed.
Flushing and College Point Street.....	1832	Flushing, North Shore and Central....	1874
Flushing, North Shore and Central....	1836	Flushing and North Side.....	1868
Flushing and North Side.....	1866	Flushing Village.....	1871
Flushing Village.....	1874	Flushing and Woodside.....	1864
Flushing and Woodside.....	1873	Fonda and Fultonville.....	1875
Fonda and Fultonville.....	1867	Fonda, Johnstown and Gloversville....	1867
Fonda, Johnstown and Gloversville....	1886	Forestport.....	1868
Forestport.....	1868	Fort Ann and Mount Hope.....	1871
Fort Ann and Mount Hope.....	1868	Fort Edward, Glens Falls and Sandy Hill.....	1863
Fort Edward, Glens Falls and Sandy Hill.....	1883	Fort Hamilton and Coney Island.....	1881
Fort Hamilton and Coney Island.....	1879	Fort Pond Bay.....	1883
Fort Pond Bay.....	1871	Forty-second Street Crosstown.....	1877
Forty-second Street Crosstown.....	1881	Forty-second St. and Grand St. Ferry..	1863
Forty-second St. and Grand St. Ferry..	1881	Forty-second Street, Manhattanville and St. Nicholas Avenue.....	1878
Forty-second Street, Manhattanville and St. Nicholas Avenue.....	1885	Fourteenth Street District Railway....	1871
Fourteenth Street District Railway....	1860	Frankfort and Ilion.....	1836
Frankfort and Ilion.....	1861	Fredonia and Van Buren.....	1881
Fredonia and Van Buren.....	1861	Friendship.....	1864
Friendship.....	1884	Fulton.....	1884
Fulton.....	1881	Fulton and Cortland Street Ferry.....	1884
Fulton and Cortland Street Ferry.....	1881	Fulton and Cortland Street Ferry Rail-way.....	1884
Fulton and Cortland Street Ferry Rail-way.....	1885	Fulton Ferry and Canarsie Bay.....	1868
Fulton Ferry and Canarsie Bay.....	1885	Fulton Ferry and Prospect Park.....	1867
Fulton Ferry and Prospect Park.....	1881	Fulton Ferry and Tenth Avenue.....	1865
Fulton Ferry and Tenth Avenue.....	1866	Fulton and Oswego.....	1885
Fulton and Oswego.....	1868	Fulton and Oswego Falls Street.....	1885
Fulton and Oswego Falls Street.....	1855	Fulton, Wall Street and Cortland Street Ferries.....	1885
Fulton, Wall Street and Cortland Street Ferries.....	1857	Gallupville.....	1869
Gallupville.....	1882	Garnerville.....	1875
Garnerville.....	1884	Geddes Street Railway.....	1886
Geddes Street Railway.....	1871	Genesee Falls.....	1886
Genesee Falls.....	1859	Genesee and Hudson.....	1852
Genesee and Hudson.....	1872	Genesee Valley.....	1856
Genesee Valley.....	1885	Genesee Valley Canal.....	1880
Genesee Valley Canal.....	1832	Genesee Valley Junction.....	1882
Genesee Valley Junction.....	1860	Genesee Valley Terminal.....	1882
Genesee Valley Terminal.....	1882	Genesee and Water Street.....	1866
Genesee and Water Street.....	1837	Genesee.....	1848
Genesee.....	1883	Genesee and Pittsford.....	1836
Genesee and Pittsford.....	1868	Geneva and Canandaigua.....	1828
Geneva and Canandaigua.....	1872	Geneva and Cattaraugus.....	1837
Geneva and Cattaraugus.....	1868	Geneva and Hornellsville.....	1876
Geneva and Hornellsville.....	1862	Geneva, Hornellsville and Pine Creek..	1876
Geneva, Hornellsville and Pine Creek..	1882	Geneva and Ithaca.....	1870
Geneva and Ithaca.....	1861	Geneva, Ithaca and Athens.....	1874
Geneva, Ithaca and Athens.....	1884	Geneva, Ithaca and Sayre.....	1877
Geneva, Ithaca and Sayre.....	1881	Geneva and Lyons.....	1878
Geneva and Lyons.....	1868	Geneva and Southwestern.....	1871
Geneva and Southwestern.....	1885	Geneva, Southwest'n and Hornellsville..	1873
Geneva, Southwest'n and Hornellsville..	1884	Gilbert Elevated.....	1872
Gilbert Elevated.....	1885	Gilboa.....	1839
Gilboa.....	1868	Glendale and East River.....	1874
Glendale and East River.....	1867	Glens Falls.....	1867
Glens Falls.....	1886	Glens Falls, Sandy Hill and Fort Edward	1885
Glens Falls, Sandy Hill and Fort Edward	1885	Glens Falls Street.....	1885
Glens Falls Street.....	1864	Gloversville and Kingsboro.....	1874
Gloversville and Kingsboro.....	1832	Gloversville, Mayfield and Northville..	1868
Gloversville, Mayfield and Northville..	1868	Gloversville and Northville.....	1872
Gloversville and Northville.....	1856	Goshen and Albany.....	1842
Goshen and Albany.....	1876	Goshen and Deckertown.....	1863
Goshen and Deckertown.....	1864	Goshen and New Jersey.....	1857
Goshen and New Jersey.....	1876	Grand Street.....	1859
Grand Street.....	1876	Grand Street Central Transit.....	1884
Grand Street Central Transit.....	1852	Grand Street Ferry and Middle Village..	1869
Grand Street Ferry and Middle Village..	1863	Grand Street and Maspeth.....	1859
Grand Street and Maspeth.....	1866	Grand Street and Newtown.....	1860
Grand Street and Newtown.....	1866		

Name of Road.	When formed.	Name of Road.	When formed.
Grand Street, Pros. Park and Flatbush.....	1870	Hunters Point and Rockaway Beach....	1867
Great Ausable.....	1828	Hunters Point and South Side.....	1870
Great Valley and Bradford.....	1881	Ilion Street.....	1875
Greene.....	1838	International.....	1861
Greene.....	1870	Iron Hill.....	1875
Greenpoint and Calvary.....	1865	Island.....	1885
Greenpoint and Lorimer Street.....	1885	Ithaca and Athens.....	1870
Greenpoint, Prospect Park and Green- wood.....	1886	Ithaca and Auburn.....	1886
Greenpoint and Williamsburgh.....	1864	Ithaca, Auburn and Western.....	1876
Greenwich and Johnsonville.....	1869	Ithaca and Cortland.....	1869
Greenwich and Johnsonville.....	1874	Ithaca and Geneva.....	1882
Greenwich and Johnsonville Railway....	1879	Ithaca and Oswego.....	1888
Greenwood and Coney Island.....	1872	Ithaca and Port Renwick.....	1884
Hamilton Avenue and Prospect Park....	1869	Ithaca Street.....	1885
Hamilton Avenue, Prospect Park and Flatbush.....	1868	Ithaca and Tonawanda.....	1866
Hamilton Ferry and Canarsie.....	1870	Jackson and Steinway Avenue Railroad Company of Long Island.....	1879
Harlem Bridge, Morrisania and Fordham	1863	Jamaica and Brooklyn Road.....	1880
Harlem Crosstown.....	1885	Jamaica and Middle Village.....	1886
Harlem Extension.....	1870	Jamaica, Woodhaven and Brooklyn....	1872
Harlem River.....	1888	Jamestown.....	1871
Harlem River and High Bridge.....	1883	Jamestown and Northern.....	1885
Harlem River and Port Chester.....	1867	Jamestown Short Line Railway.....	1884
Harlem River and Port Chester Rapid Transit.....	1886	Jamestown Street.....	1882
Harlem River and Tarrytown.....	1864	Janesville.....	1886
Harlem and Riverdale Park.....	1885	Jerome Park.....	1880
Hayt's Corners, Ovid and Willard.....	1882	Jerome Park Branch.....	1874
Hempstead and Jamaica.....	1865	Jersey City and Albany.....	1875
Hempstead and Smithtown.....	1873	Jersey City and Albany Railway.....	1879
Hempstead and Rockaway.....	1870	Jersey City and Albany Railway Com- pany of the States of New York and New Jersey.....	1879
Herkimer and Mohawk Street.....	1871	Jersey Ferries and First Avenue.....	1865
Herkimer, Newport and Poland Narrow Gauge.....	1880	Johnstown.....	1884
Herkimer and Trenton.....	1886	Johnstown, Gloversville and Kingsboro	1874
Hicksville and Cold Spring Branch.....	1853	Jordan and Skaneateles.....	1867
Hicksville and Huntington.....	1865	Junction.....	1870
High Bridge.....	1866	Junction Railway.....	1865
High Bridge Elevated Incline.....	1883	Kanona and Prattsburgh.....	1886
Highland Junction.....	1881	Kaaterskill.....	1882
Highland Trans-Hudson.....	1881	Keeseville and Montreal.....	1869
Hobart Branch.....	1884	Kings Bridge Cable Railway.....	1886
Honeoye.....	1886	Kings Bridge, High Bridge and Forty- second Street.....	1864
Hoosac Tunnel and Saratoga Railway....	1881	Kings Bridge and Youkers.....	1875
Hornellsville and Almond Street.....	1873	Kings County.....	1875
Hornellsville and Conhocton Valley....	1882	Kings County Central.....	1876
Horseheads and Elmira Avenue.....	1871	Kings County Elevated.....	1879
Houston and Hoboken.....	1885	Kingston City.....	1879
Houston, West Street and Pavonia Ferry.....	1874	Kingston and Rondout.....	1865
Hudson Avenue.....	1867	Kingston Turnpike and Railroad Com- pany.....	1825
Hudson and Berkshire.....	1828	Klugston, Warwick and Easton.....	1885
Hudson and Boston.....	1855	Lackawanna and Pittsburgh.....	1882
Hudson and Delaware.....	1830	Lake Champlain and Moriah.....	1865
Hudson and Kinderhook.....	1871	Lake Champlain and Ogdensburgh....	1888
Hudson and Mohawk.....	1869	Lake Ontario.....	1874
Hudson River.....	1846	Lake Ontario and Auburn.....	1856
Hudson River and Boston.....	1885	Lake Ontario, Auburn and New York....	1882
Hudson River West Shore.....	1867	Lake Ontario and Hudson River.....	1887
Hudson and St. Lawrence.....	1872	Lake Ontario Shore.....	1869
Hudson, Suspension Bridge and New England.....	1870	Lake Ontario Southern.....	1880
Hudson Tunnel.....	1873	Lake and River Improvement and Rail- road Land Company of the New York Wilderness.....	1865
Hudson Tunnel.....	1880	Lake Shore and Michigan Southern....	1869
Hudson Tunnel of New York.....	1880	Lansingburgh and Cohoes.....	1880
Hudson Tunnel Railway.....	1881	Lansingburgh and Troy.....	1858
Hudson Valley.....	1870	Lansingburgh and Troy.....	1872
Hudson and West Shore.....	1860	Laurel Hill, New Calvary and Lutheran Cemetery.....	1885
Hunters Point and Flushing.....	1872		
Hunters Point, Ravensw'd and Astoria....	1864		

Name of Road.	When formed.	Name of Road.	When formed.
of Erie	1874	Mohawk Valley	1851
on River	1882	Mohawk Valley and Piseco	1863
.....	1882	Monroe and Greenwood Lake	1877
.....	1882	Montague Street Railway	1885
.....	1882	Montgomery and Erie	1866
.....	1886	Monticello and Port Jervis	1863
and Fourteenth Street	1884	Montreal and Plattsburgh	1863
and South Ferry	1886	Morris Avenue	1885
and Piseco Lake	1883	Mount Prospect and Carroll Street	1873
racuse	1868	Mount Vernon and Eastchester	1885
avia	1836	Mount Vernon and Yonkers	1885
Talo	1871	Myrtle Avenue Branch	1881
agara Falls	1834	Nanuet and New City	1871
.....	1885	Nassau	1865
ngstown	1886	Nassau Cable	1884
l Brighton Beach	1879	Newark	1886
ne Railway	1881	New Brighton and Onondaga Valley	1869
.....	1834	Newburgh, Dutchess and Connecticut	1877
and Calvary Cemetery	1871	Newburgh Horse	1868
and Flushing	1881	Newburgh Horse	1882
and Manhattan Beach	1883	Newburgh Street Railway	1886
and Maspeth	1873	Newburgh and Kingston	1869
and Newtown	1883	Newburgh and Middletown	1866
and Sea Beach	1886	Newburgh and Midland	1870
Shore	1874	Newburgh and New York Railroad	1864
ated Railway	1886	Newburgh and New York Railway	1865
Eighty-sixth Street	1885	Newburgh and Walkill Valley	1868
Twenty-third Street	1885	New England, New York and Pennsyl-	
Underground	1880	vania	1878
.....	1829	New England, Lacka. and Pittsburgh	1883
reet	1884	New England and South Western	1885
.....	1859	New Jersey and Hudson River	1881
.....	1837	New Jersey and New England	1873
.....	1863	New Jersey and New York	1875
da	1883	New Jersey and New York Extension	1886
Extension	1883	New Rochelle and Pelham	1885
and West Brighton	1879	New Rochelle Street Horse Railway	1885
ad	1879	New Rochelle Street Horse Railroad	1885
ay	1854	Newtown and Flushing	1871
ay	1867	New Williamsburgh and Flatbush	1874
sbury	1834	New York	1840
.....	1877	New York and Albany	1832
and Bridge Company	1878	New York and Albany	1867
and Fort Covington	1868	New York and Atlantic	1880
on	1884	New York and Atlantic Coast	1880
land	1881	New York, Bay Ridge and Jamaica	1876
Fort Edward	1832	New York and Boston	1869
n	1880	New York, Boston and Albany	1880
Ontario	1834	New York, Boston, Albany and Schenec-	
Morrisania	1836	tady	1880
ated	1886	New York and Boston Extension	1872
road	1878	New York, Boston and Montreal	1873
way	1864	New York and Boston Inland	1882
face	1864	New York, Boston and Northern	1873
face	1885	New York and Brighton Beach	1879
isit	1886	New York, Brooklyn Elevated	1880
isit	1867	New York and Brooklyn Marine	1880
Schoharie	1872	New York, Brooklyn and Rockaway	1881
.....	1867	New York, Brooklyn and Sea Beach	1878
.....	1878	New York, Brooklyn and Sea Shore	1877
rawford	1863	New York and Brighton Beach	1878
.....	1870	New York Cable	1884
ville and Water Gap	1866	New York and Canada	1872
ort and Coney Island	1867	New York Central	1853
son	1877	New York District Railway	1885
a (horse)	1826	New York and Palisade	1885
e Erie Railway	1870	New York Central and Hudson River	1870
se River	1881	New York Central, Hudson River and	
Lawrence Railroad	1857	Fort Orange	1884
pany	1837	New York Central Niagara River	1877
		New York, Chic. and St. Louis R'way	1881

Name of Road.	When formed.	Name of Road.	When formed.
Sackett's Harbor and Saratoga.....	1852	Sixth Avenue.....	1852
Sackett's Harbor and Watertown.....	1855	Skaneateles.....	1852
Sackett Street.....	1866	Skaneateles.....	1866
St. Lawrence Valley.....	1873	Skaneateles and Jordan.....	1841
St. Nicholas Avenue and Crosstown....	1885	Smithtown and Port Jefferson.....	1870
Salamanca, Bradford and Allegany River.....	1881	Sodus Bay and Corning.....	1872
Salamanca and Warren.....	1881	Sodus Bay, Corning and New York.....	1870
Salina and Oakwood Railway.....	1886	Sodus Bay and Southern.....	1883
Salina and Port Watson.....	1839	Sodus Point and Southern.....	1883
Saratoga and Fort Edward.....	1832	South Brooklyn.....	1879
Saratoga and Hudson River.....	1864	South Brooklyn and Bergen Street....	1864
Saratoga Lake.....	1880	South Brooklyn and Flatbush.....	1866
Saratoga and Montgomery.....	1836	South Brooklyn Central.....	1877
Saratoga and Mt. McGregor.....	1882	South Brooklyn Street.....	1886
Saratoga, Mt. McGregor and Lake George.....	1882	South Brooklyn and Park.....	1870
Saratoga and Schenectady.....	1881	South Cairo and East Durham.....	1881
Saratoga, Schuylerville and Hoosac Tun- nel.....	1870	Southern Boulevard.....	1855
Saratoga Springs and Schuylerville.....	1882	Southern Central.....	1866
Saratoga and St. Lawrence.....	1885	Southern Hempstead Branch.....	1875
Saratoga and Washington.....	1884	Southern of Long Island.....	1874
Saratoga and Whitehall.....	1855	Southern Westchester.....	1871
Schenectady, Albany and North Adams.....	1882	South Ferry.....	1874
Schenectady and Catskill.....	1846	South Ferry and Prospect Park.....	1874
Schenectady and Catskill.....	1863	South Ferry and Sea Side Direct Transit	1881
Schenectady City.....	1873	Southfield Branch.....	1868
Schenectady and Duaneburgh.....	1873	South Side Connection.....	1868
Schenectady and Mechanicville.....	1867	South Side of Long Island.....	1861
Schenectady and Ogdensburgh.....	1872	Speers' Quick Transit.....	1879
Schenectady and Ogdensburgh Narrow Gauge.....	1882	Springville and Sardinia.....	1875
Schenectady and Susquehanna.....	1846	Spuytten Duyvil and Port Morris.....	1869
Schenectady and Susquehanna.....	1869	Squaw Island.....	1884
Schenectady and Susquehanna.....	1870	State Line and Eastern.....	1879
Schenectady Street Railway.....	1886	State Line and Stony Point.....	1886
Schenectady and Troy.....	1886	Staten Island.....	1836
Schenectady and Utica Railway.....	1865	Staten Island.....	1862
Schoharie and Otsego.....	1832	Staten Island.....	1873
Schoharie Street.....	1872	Staten Island Central.....	1871
Schoharie Valley.....	1865	Staten Island Horse.....	1866
Schoharie Valley.....	1874	Staten Island Northern.....	1866
Schoharie Valley Railway.....	1880	Staten Island North and South Shore..	1881
Schuylerville and Fort Edward.....	1870	Staten Island Rapid Transit.....	1869
Schuylerville and Moreau.....	1870	Staten Island Shore.....	1864
Schuylerville and Upper Hudson.....	1869	Staten Island Shore.....	1869
Schuylerville and Upper Hudson.....	1872	Staten Island Terminal.....	1883
Scottsville and Canandaigua.....	1838	Steinway Avenue and Bowery Bay.....	1883
Scottsville and Le Roy.....	1836	Steinway and Hunters Point.....	1883
Sea Beach and Brighton.....	1886	Sterling Mountain.....	1864
Sea Beach and Sheephead Bay.....	1886	Stillwater and Mechanicville Street....	1883
Sea Breeze Avenue.....	1881	Stony Clove and Catskill Mountain....	1881
Sea Cliff Inclined Cable Railway.....	1885	Suspension Bridge and Erie Junction..	1869
Sea Side Elevated.....	1880	Syracuse and Baldwinsville.....	1886
Sea Side Transit.....	1880	Syracuse and Binghamton.....	1861
Sea View.....	1886	Syracuse, Binghamton and New York..	1857
Sea View of Coney Island.....	1880	Syracuse Branch, New York, Utica and Ogdensburgh.....	1871
Second Avenue.....	1853	Syracuse and Chenango.....	1873
Sedge Bank.....	1876	Syracuse and Chenango Valley.....	1868
Seneca Falls and Cayuga Lake.....	1886	Syracuse, Chenango and New York.....	1877
Seneca Falls, Restvale and Cayuga Lake Street.....	1886	Syracuse Connecting Railway.....	1866
Seneca Falls and Waterloo.....	1871	Syracuse, Cortland and Binghamton....	1836
Seneca Lake Branch.....	1868	Syracuse, Fayetteville and Manlius....	1867
Seventh Ward Railway.....	1886	Syracuse and Geddes.....	1863
Sharon and Root.....	1838	Syracuse, Geneva and Corning.....	1875
Sheephead Bay and Coney Island.....	1877	Syracuse Junction.....	1873
Sheephead Bay and Sea Shore.....	1865	Syracuse Mineral Springs.....	1867
Silver Lake.....	1869	Syracuse Northern.....	1863
Silver Lake.....	1877	Syracuse and Northern.....	1875
		Syracuse and Northwestern.....	1869
		Syracuse and Northwestern.....	1874
		Syracuse and Onondaga.....	1886
		Syracuse and Onondaga.....	1863

Name of Road.	When formed.	Name of Road.	When formed.
ario.....	1882	Union (Syracuse).....	1852
and New York.....	1888	Union and Syracuse Straight Line.....	1852
and Ontario.....	1888	Union Terminal of the City of Buffalo.....	1884
x and Oswego.....	1872	Union Village and Johnsonville.....	1867
x and Oswego.....	1885	Union (of Westchester).....	1859
chester Direct.....	1850	United States and Canada.....	1888
uth Bay.....	1886	United States Harvey-Way Construc-	
uthern.....	1856	tion Company.....	1882
uthwestern.....	1876	Upper Hudson.....	1872
uthwestern.....	1877	Up-Town Fifth Avenue.....	1885
.....	1886	Utica Belt Line Street.....	1886
ca.....	1886	Utica and Binghamton.....	1858
Direct.....	1853	Utica and Black River.....	1861
d Grand Street.....	1860	Utica, Chenango and Cortland.....	1870
round.....	1886	Utica, Chenango and Susquehanna Val-	
.....	1858	ley.....	1866
d Fordham.....	1861	Utica City.....	1862
way.....	1886	Utica, Clinton and Binghamton.....	1868
d Thirty-ninth Street		Utica and Deerfield Street.....	1871
et.....	1884	Utica and Fairground.....	1875
et.....	1885	Utica, Georgetown and Elmira.....	1870
et Ferry and Eleventh		Utica, Horseheads and Elmira.....	1870
et.....	1884	Utica and Ilion Narrow Gauge.....	1877
.....	1885	Utica, Ithaca and Elmira.....	1872
et.....	1880	Utica, Ithaca and Elmira Railway Com-	
a.....	1866	pany.....	1878
.....	1875	Utica and Mohawk.....	1874
esee Valley and Pine		Utica and Mohawk (Street).....	1869
.....	1882	Utica and Schenectady.....	1838
y.....	1882	Utica and Susquehanna.....	1832
y and Cuba.....	1880	Utica and Syracuse Air Line.....	1880
y and Cuba.....	1881	Utica and Syracuse Railway.....	1865
y Extension.....	1881	Utica and Waterville.....	1854
y and Genesee Valley		Utica and Waterville.....	1867
.....	1882	Valley.....	1869
ett's Harbor.....	1872	Van Brunt Street and Erie Basin.....	1861
.....	1887	Walkkill Valley.....	1877
.....	1866	Walkkill Valley Railway.....	1866
.....	1851	Warren County.....	1832
.....	1849	Warren, Sugar Grove and Mayville.....	1885
.....	1882	Warsaw and Le Roy.....	1854
.....	1867	Warwick.....	1837
.....	1862	Warwick Valley.....	1860
ush.....	1845	Washington County Central.....	1855
burgh.....	1860	Washington Street and State Asylum.....	1872
.....	1849	Water and Clinton Street.....	1873
ca.....	1871	Waterford and Cohoes.....	1863
ridge.....	1836	Waterford and Cohoes.....	1883
hanna.....	1871	Watertown and Cape Vincent.....	1836
d Railroad.....	1831	Watertown and Rome.....	1832
.....	1851	Watervliet and Schenectady.....	1836
.....	1858	Watervliet Turnpike and Railroad Com-	
.....	1882	pny.....	1862
d Thirtieth Street.....	1884	Watkins and Havana Street.....	1872
d Twenty-ninth Street		Waverly and State Line.....	1867
et.....	1885	Wellsville, Bolivar and Eldrid.....	1881
et.....	1869	Wellsville, Coudersport and Pine Creek	
et.....	1872	Wellsville and Fillmore.....	1882
et District Railway.....	1885	Wellsville, Honeoye and Ceres.....	1882
va.....	1887	Westchester.....	1863
are.....	1836	Westchester County.....	1856
onario.....	1875	Westchester County.....	1878
.....	1836	Westchester County.....	1884
.....	1851	Westchester County and New York	
.....	1869	City.....	1860
.....	1886	Westchester Railway.....	1881
Railway and Trans-		West End and Glenwood.....	1876
pany of New York.....	1885	Westfield and Chautauqua.....	1886
s Railway.....	1887	Westport and Kingdom.....	1868
company.....	1857	West Shore.....	1862
r of Brooklyn.....	1884	West Shore.....	1866

DATE WHEN COMPANIES FORMED.

Name of Road.	When formed.	Name of Road.	When formed.
West Shore Hudson River.....	1868	Williamsburgh and Flatbush.....	1866
West Shore and International Bridge..	1862	Williamsburgh and Newtown.....	1866
West Side	1864	Williamsport and Elmira	1850
West Side Elevated Patent Railway ...	1868	Williamstown and Redfield	1865
West Side and Yonkers Patent.....	1866	Woodlawn and Butternut Street.....	1886
West Troy and Green Island.....	1871	Yates Avenue and Flatbush.....	1880
Whitehall and Plattsburgh.....	1863	Yonkers	1873
Whitehall and Plattsburgh.....	1866	Yonkers	1866
Whitehall and Rutland.....	1868	Yonkers and New York.....	1864
Whitestone and Westchester.....	1872	Yonkers Rapid Transit.....	1879
Williamsburgh and Coney Island.....	1864	Yonkers Street.....	1896

RAILROAD LAWS.

GENERAL ACT OF 1850, AS AMENDED BY SUBSEQUENT ACTS—
ED STATUTES REFERRED TO IN SECTION 1, CHAPTER 140,
OF 1850—STATUTES RELATING GENERALLY TO RAILROADS
CTIONS OF THE CRIMINAL AND PENAL CODES APPLYING TO
ROAD CORPORATIONS.

PILED BY THE BOARD OF RAILROAD COMMISSIONERS.

GENERAL RAILROAD ACT.

of organization; articles to be filed in office of Secretary of State.
ions of filing.
ce of incorporation.
r of subscribing for additional stock.
ers and their election; vacancies; inspectors of election; qualifications
director; purchasers of property of railroad corporation may, with
ra, become a corporation and associate with any number of persons and
e and file articles; not to authorize increase of fare.
h, how appointed.
ptions, how paid and how forfeited.
eclared personal estate; company prohibited from purchasing the same,
stock; how it may be increased; notice to be published; penalties for
ation.
ties of stockholders.
tentative stock.
nt of laborers' wages; liability of railroad company; notice to be given
oad company, and what to state; how verified and served; when actions
commenced.
tle to real estate is acquired.
tition to Supreme Court; allegations necessary; copy petition upon
m served;
ved on residents.
ved on non-residents; if residence known, copy to be sent by mail.
ved on infants.
ved on idiots.
where residence is unknown.
o appoint guardian for infants.
n cases not enumerated.
l of damages.
lissioners of appraisal; commissioners to make report to Supreme Court.
ort being made; company to give notice, report, how confirmed.
where to be recorded; its effect where company neglects to have order
rded; real estate thus acquired for public use; appeals, when heard;
appraisal.
se claims to compensation; how settled.
tion of unknown parties; amending proceedings.
dings when title is defective; additional land, how acquired; water
s; Right of way; acquiring by purchase; condemnation; limitation;
also in case of mortgagee or receiver.
rte of railroad to be filed before construction; notice to occupants
nds; objections to route, how made; the application to Supreme Court
accompanied with map of proposed alterations; court to appoint commis-
ioners to examine, who may affirm or alter route; engineer, on commis-
must concur; determination, map and testimony to be filed; appeals;
ort may affirm route or adopt alteration; the pay of commissioners.
ors may change route; survey: may acquire land; alteration in city or
e; compensation; prohibits alteration when certain bonds have been
d.
ngs and intersections; how additional lands for, taken.

Section 25. State lands, how acquired by company.

Section 26. Title, how acquired; when trustees, guardian or committee are not authorized to sell.

Section 27. Weight of iron rails on grades, etc.; how to apply act.

Section 28. Additional powers conferred:

1. May enter upon lands for purpose of survey.
2. May hold voluntary grants of real estate.
3. May purchase, hold and use real estate; reference to Indian lands.
4. Construction of road.
5. May construct road across any stream, canal and highway; bridges or obstruction prohibited; streets in cities not to be used without consent of corporation, nor along highways, without order of Supreme Court.
6. Right to cross, intersect, etc., other railroads; proceeding in case two railroads cannot agree; companies shall receive from such other and forward freight.
7. Conveyance of passengers and property.
8. Buildings and stations.
9. Time and manner of transportation, and rates of fare.
10. May borrow money necessary for completion or operation of road.

Section 29. Canal tolls, etc., repealed.

Section 30. Conductors and servants to wear badges.

Section 31. Annual report.

Section 32. Penalty for not making annual report.

Section 33. Legislature may alter or reduce rate of freight, fare, etc.

Section 34. Mails.

Section 35. Passengers refusing to pay fare.

Section 36. Notice of times of starting, etc.; preferences forbidden.

Section 37. Baggage arrangements; checks to be given; penalty for refusal.

Section 38. Passenger trains, how formed; penalty.

Section 39. Repealed.

Section 40. Sign-boards at road crossings; size of inscription; proviso.

Section 41. Punishment of railroad employees for intoxication; punishment in case of death or injury of persons by reason of neglect occasioned thereby.

Section 42. Persons injuring railroad property; how punished.

Section 43. Penalties; how sued for.

Section 44. Fencing; penalty for driving animals on railroads; unlawful to walk upon track.

Section 45. Maps to be filed with State Engineer and Surveyor and in county clerks' offices; scale of maps.

Section 46. Duty of passengers.

Section 47. Road when to be commenced and finished.

Section 48. Legislative power to dissolve.

Section 49. What sections of this law applicable to existing corporations.

Section 50. General repeal.

Section 51. New York and Erie railroad.

Manner of organization; articles to be filed in office of Secretary of State.

SECTION 1. Any number of persons, not less than twenty-five, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed for the like public use; and for that purpose may make and sign articles of association, in which shall be stated the name of the company; the number of years the same is to continue; the places from and to which the road is to be constructed, or maintained and operated; the length of such road as near as may be, and the name of each county in this State through or into which it is made, or intended to be made; the amount of the capital stock of the company, which shall not be less than \$10,000 for every mile of road constructed, or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of thirteen directors of the company, who shall manage its affairs for the first year, and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto.

of residence, and the number of shares of stock he agrees to take. On compliance with the provisions of the next section, such association may be filed in the office of the Secretary of State, who shall on the day they are filed, and record the same in a book to be proper that purpose; and thereupon the persons who have so subscribed articles of association, and all persons who shall become stockholders in any, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, subject to the provisions contained in title 3 of chapter 18 of the first part of the Revised Statutes, except the provisions contained in the seventh section of chapter 18 of the first part of the Revised Statutes referred to in above section.

see chap. 18 of the first part of the Revised Statutes referred to in above section. 336, 337 hereof.
 see certificates, § 1, chap. 829, Laws of 1872, page 349 hereof.
 see Laws of 1870, at page 405 hereof.
 In another State, chap. 19, Laws of 1861, page 349.
 Incorporation, see chap. 430, Laws of 1874, page 367 hereof.
 see chap. 697, Laws of 1886, page 338 hereof.
 Roads, see chap. 606, Laws of 1875, page 375 hereof.
 see Roads, see §§ 5, 6, 7, chap. 560, Laws of 1871, pages 347, 348 hereof.
 see chap. 252, Laws of 1884, page 396 hereof.
 Roads in foreign countries see chap. 468, Laws of 1881, page 351 hereof.

filing.

Articles of association shall not be filed and recorded in the office of the Secretary of State, until at least \$1,000 of stock for every mile of railroad proposed is subscribed thereto, and ten per cent paid thereon in good faith, by the directors named in said articles of association; nor until thereon, or annexed thereto, an affidavit made by at least three of the directors in said articles, that the amount of stock required by this section is subscribed, and ten per cent paid in cash thereon as aforesaid, and it is intended in good faith to construct or to maintain and operate a railroad in such articles of association, which affidavit shall be recorded in the office of the Secretary of State, as aforesaid.

incorporation.

Any articles of association filed and recorded in pursuance with the record thereof, with a copy of the affidavit aforesaid indorsed and annexed thereto, and certified to be a copy by the Secretary of this State, shall be presumptive evidence of the incorporation of such corporation, and of the facts therein stated.

subscribing for additional stock.

When such articles of association and affidavit are filed and recorded in the office of the Secretary of State, the directors named in said articles of association shall, if the whole of the capital stock is not before subscribed, open books of subscription to fill up the capital stock of the company, in such places and after such notice as they may deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, the directors shall pay to the directors ten per cent on the amount subscribed; and no subscription shall be received or taken without such

their election; their numbers; vacancies; inspectors of election; directors; purchasers of property of railroad corporation; and others, become a corporation and associate with any number of persons and make and file articles; not to authorize increase of fare.

There shall be a board of thirteen directors of every corporation formed for the purpose of managing its affairs, and said directors shall be chosen annually by the vote of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they shall continue to be directors until others are elected in their stead. At the election of directors each stockholder shall be entitled to vote in person or by proxy, on every share held by him thirty days previous to the election; and vacancies in the board of directors shall be filled in the same manner as shall be prescribed by the by-laws of the corporation. The

inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association. No person shall be a director unless he shall be a stockholder, owning stock absolutely in his own right and qualified to vote for directors at the election at which he shall be chosen; and at every election of directors the books and papers of such company shall be exhibited to the meeting if a majority of the stockholders present shall require it. And whenever the purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may be hereafter sold, by virtue of any mortgage executed by such corporation, or execution issued upon any judgment or decree of any court shall acquire title to the same in the manner prescribed by law, such purchaser or purchasers may associate with him and them any number of persons, and make and acknowledge and file articles of association as prescribed by this act. Such purchaser or purchasers and their associates shall thereupon be a corporation with all the powers, privileges and franchises and be subject to all the provisions of said act. The purchaser or purchasers or the grantee or grantees of any purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may be hereafter sold, by virtue of any mortgage, or by virtue of any judgment, decree or order of any court having jurisdiction in the premises, may associate with him or them any number of persons and make and acknowledge and file articles of association as prescribed by the first section of this act; such articles shall be entitled to be filed when there is indorsed thereon an affidavit made by at least three of the directors named in said articles, that it is intended in good faith to maintain and operate the road mentioned in such articles, and upon the filing thereof, so indorsed, the parties making such articles of association and their associates, shall thereupon be a corporation with all the powers, privileges and franchises, and subject to all the provisions of this act. Nothing herein contained shall be construed to authorize any company organized under this act to charge any greater rate of fare than they were authorized by law to charge previous to such reorganization. (*Thus amended, Laws of 1854, chap. 282, and Laws 1873, chap. 710.*)

Stockholders' meeting. See chap. 510, Laws of 1890, page 409 hereof.

When railroad does not exceed twenty miles in length board of directors may consist of seven stockholders. See chap. 582, Laws of 1864, at page 359 hereof.

Directors may postpone election. See chap. 586, Laws 1875, at page 405 hereof, and chap. 817, Laws of 1881, at page 406 hereof.

Authorizing change in time and place of holding elections. See chap. 428, Laws of 1885, page 406.

Officers, how appointed.

§ 6. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

Subscriptions, how paid and how forfeited.

§ 7. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock and all previous payments thereon will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

Stock declared personal estate; company prohibited from purchasing the same.

§ 8. The stock of every company formed under this act shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon

ully paid in ; and it shall not be lawful for such company to use
in the purchase of any stock in its own or in any other corpora-

ow it may be increased ; notice to be published ; penalties

capital stock of any company formed under this act is found to
constructing and operating its road, such company may, with
of two-thirds in amount of all its stockholders, and the written
State Engineer and Surveyor, until such time as there shall be
of railroad commissioners, and after that with the written
board, increase its capital stock, from time to time, to any
for the purposes aforesaid. Such increase must be sanctioned
on, or by proxy, of two-thirds in amount of all the stockholders
at a meeting of such stockholders, called by the directors of the
purpose, by a notice in writing to each stockholder, to be served
, or by depositing the same, properly folded and directed to him
nearest his usual place of residence, in the post-office at least
to such meeting. Such notice must state the time and place of
its object, and the amount to which it is proposed to increase

The proceedings of such meeting must be entered on the
proceedings of the company, and thereupon the capital stock of
be increased to the amount sanctioned by a vote of two-thirds
the stockholders of the company as aforesaid. A copy of such
be published within the county where the main office of such
be located, once a week for four weeks prior to such meeting,
be designated by the State Engineer and Surveyor, until such
of Railroad Commissioners shall be appointed, and after that time
and in no case, and under no circumstances, shall any railroad
State increase its stock except upon the notice and with the
provided. Any officer or director of any railroad company violat-
as of this section shall be guilty of a misdemeanor, and upon
f shall be punished by imprisonment not less than six months
ceeding \$1,000. (*Thus amended, Laws of 1880, chap. 133.*)

duced. See chap. 264, Laws 1878, at page 346 hereof.

may be exchanged for common. See chap. 225, Laws 1880, at page 346

sufficient for reorganization it may be increased. Chap. 155, Laws 1880,
hereof.

stockholders.

stockholder of any company formed under this act shall be individu-
creditors of such company, to an amount equal to the amount
stock held by him, for all the debts and liabilities of such company,
amount of the capital stock so held by him shall have been paid
and all the stockholders of any such company shall be jointly and
for the debts due or owing to any of its laborers and servants,
directors, for personal services for thirty days' service performed for
it shall not be liable to an action therefor before an execution
unsatisfied in whole or in part against the corporation, and the
such executions shall be the amount recoverable, with costs,
stockholders ; before such laborer or servant shall charge such stock-
thirty days' services, he shall give him notice in writing within
the performance of such service, that he intends so to hold him
commence such action therefor within thirty days after the return
in unsatisfied, as above mentioned ; and every such stockholder
such recovery by such laborer or servant shall have been had,
to recover the same of the other stockholders in said corporation,
tion to the amount of the stock they shall respectively hold with
laws whereby the stockholders, officers and agents of any rail-
made individually liable for the debts or liabilities of such
and the provisions contained in the act entitled "An act to authorize
railroad corporations, and to regulate the same," passed April 2,

1850, and the acts amending the same, are hereby repealed. (*Thus amended by Laws of 1854, chap. 282.*)

See chap. 230, Laws of 1845, page 360 hereof.

See § 8, chap. 392, Laws of 1876, at page 393 hereof.

Representative stock.

§ 11. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent as the testator, or intestate, or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

Payment of laborer's wages; liability of railroad company; notice to be given railroad company and what to state; how verified and served; when actions to be commenced.

§ 12. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the months and particular days of the month upon which labor was performed and remains unpaid for, the price per day, the amount due, with the name of the contractor from whom due, the section of the road performed, and shall be signed by such laborer or his attorney, to which notice an affidavit shall be annexed, made by such laborer or his attorney, to the effect that of his own knowledge the statements contained in such notice are in all respects true. Such notice, so verified, shall be served on an engineer, agent or superintendent employed by said company, having charge of the section of the road on which such labor was performed, personally or by leaving the same at the office or usual place of business of such engineer, agent or superintendent, with some person of suitable age. But no action shall be maintained against any company, under the provisions of this section, unless the same is commenced after ten and within thirty days after notice is given to the company by such laborer as above provided. (*Thus amended by Laws of 1871, chap. 669.*)

As to lien of employees for labor, see Laws 1875, chap. 392, at pages 392, 393. Also Laws 1886, chap. 376, page 393.

To extend to bridges and trestles, see Laws of 1870, chap. 529, page 393 hereof.

How title to real estate is acquired.

§ 13. In case any company formed under this act is unable to agree for the purchase of any real estate required for the purposes of its incorporation, it shall have the right to acquire title to the same, in the manner and by the special proceedings prescribed in this act.

Special estates, how acquired, see chap. 521, Laws of 1857, § 2, at page 394 hereof.

As to streets or avenues in cities or villages, see § 2, chap. 198, Laws of 1876, page 395 hereof.

May purchase and hold real estate in other States, see § 2, chap. 586, Laws of 1875, at page 408 hereof.

See chap. 282, Laws of 1854, page 340 hereof.

By petition to Supreme Court; allegations necessary; copy petition upon whom served.

§ 14. For the purpose of acquiring such title, the said company may present a petition, praying for the appointment of commissioners of appraisal, to the Supreme Court, at any general or special term thereof held in the district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a

the real estate which the company seeks to acquire; and it must, that the company is duly incorporated, and that it is the intention, in good faith, to construct and finish a railroad from and to the or that purpose in its articles of association; that the whole capital npany has been in good faith subscribed as required by this act; y has surveyed the line or route of its proposed road, and made a thereof, by which such route or line is designated, and that they air said road according to such survey, and filed certificates of such by a majority of the directors of the company, in the clerk's office ounties through or into which the said road is to be constructed; escribed in the petition is required for the purpose of constructing proposed road; and that the company has not been able to acquire d the reason of such inability. The petition must also state the es of residence of the parties, so far as the same can, by reasonable ertained, who own or have, or claim to own or have, estates or in- aid real estate; and if any such persons are infants, their ages, be, must be stated; and if any of such persons are idiots or per- d mind, or are unknown, that fact must be stated, together with gations and statements of liens or incumbrances on said real estate may see fit to make. A copy of such petition, with a notice of ace the same will be presented to the Supreme Court, must be ersons whose interests are to be affected by the proceedings, at prior to the presentation of the same to the said court.

53, Laws of 1853, at page 365 hereof; and chap. 515, Laws 1867, page 844
given where land forms part of street, chap. 128, Laws 1876, at page 365

residents.

on on whom such service is to be made resides in this State, and idiot, or person of unsound mind, service of a copy of such peti- must be made on him, or his agent or attorney, authorized to con- le of the real estate described in the petition, personally, or by e at the usual place of residence of the person on whom service s aforesaid, with some person of suitable age.

non-residents, if residence known; copy to be sent by mail.

on on whom such service is to be made resides out of the State, t residing in this State, authorized to contract for the sale of the ived in the petition, such service may be made on such agent, or personally out of the State; or it may be made by publishing the riefly the object of the application, and giving a description of the a, in the State paper, and in a paper printed in the county in which aken is situated, once in each week for one month next previous to a of the petition. And if the residence of such person residing out at in any of the United States, or any of the British colonies in is known, or can by reasonable diligence be ascertained, the com- ddition to such publication as aforesaid, deposit a copy of the pe e in the post-office, properly folded and directed, to such person at earest his place of residence, at least thirty days before presenting the court, and pay the postage chargeable thereon in the United

infants.

on on whom such service is to be made is under the age of twen- resides in this State, such service shall be made as aforesaid on his n; or if he has no such guardian, then on such infant personally, age of fourteen years; and if under that age, then on the person e of, or with whom such infant resides.

idiots.

on on whom such service is to be made is an idiot, or of unsound

mind, and resides in this State, such service may be made on the committee of his person or estate ; or, if he has no such committee, then on the person who has the care and charge of such idiot or person of unsound mind.

Service where residence is unknown.

5. If the person on whom such service is to be made is unknown, or his residence is unknown, and cannot by reasonable diligence be ascertained, then such service may be made, under the direction of the court, by publishing a notice, stating the time and place the petition will be presented, the object thereof, with a description of the land to be affected by the proceedings, in the State paper, and in a paper printed in the county where the land is situated, once in each week for one month previous to the presentation of such petition.

Court to appoint guardian for infants and idiots.

6. In case any party to be affected by the proceedings is an infant, idiot, or of unsound mind, and has no general guardian or committee, the court shall appoint a special guardian or committee to attend to the interests of such person in the proceedings ; but if a general guardian or committee has been appointed for such person in this State, it shall be the duty of such general guardian or committee to attend to the interests of such infant, idiot, or person of unsound mind ; and the court may require such security to be given by such general or special guardian or committee, as it may deem necessary to protect the rights of such infant, idiot, or person of unsound mind ; and all notices required to be served in the progress of the proceedings may be served on such general or special guardian or committee.

Service in cases not enumerated.

7. In all cases not herein otherwise provided for, service of orders, notices, and other papers in the special proceedings authorized by this act may be made as the Supreme Court shall direct.

Appraisal of damages.

§ 15. On presenting such petition to the Supreme Court as aforesaid, with proof of service of a copy thereof and notice as aforesaid, all or any of the persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of three disinterested and competent freeholders, who reside in the county or some adjoining county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of the commissioners. (*Thus amended by Laws of 1854, chap. 282.*)

Commissioners of appraisal ; commissioners to make report to Supreme Court.

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any of them may issue subpoenas and administer oaths to witnesses ; a majority of them may adjourn the proceedings before them from time to time in their discretion. Whenever they meet except by the appointment of the court or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney. They shall view the premises described in the petition and hear the proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing and after the testimony in such case is closed, they, or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owners or persons interested in the real estate appraised by them ; and in fixing the amount of such compensa-

Commissioners shall not make any allowance or deduction on account of the benefits which the parties interested may derive from the proposed railroad or the construction of the proposed improvement with such road for which such real estate may be taken. But in case the land shall belong to any other railroad company the commissioners, in the event of such compensation, shall fix the same at its fair value for the land. They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot or person of unsound mind, or to an attorney appointed by the court to attend to the proceedings of any unknown owner or party in interest not personally served in the proceedings, and who has not appeared for costs, expenses and disbursements. The said commissioners shall make a report of their proceedings to the court, with the minutes of the testimony taken by them, if any, and shall be entitled to five dollars for services and expenses for every day engaged in the performance of their duties, to be paid by the company where the owners or persons interested in the real estate fail to pay more than the amount of compensation offered them by the commissioners, then to be paid by the said company. If the said owners are interested, or, if not paid by them, to be paid by the company in the amount awarded. Nothing herein is to affect or apply to any proceeding begun before the 31st day of December, 1880. (Laws of 1883, chap. 382.)

Not affected by transfer of property, § 6, chap. 282, Laws 1854, at page 340

Report made, company to give notice; report, how confirmed.

When a report being made by said commissioners the company shall give notice, or their attorneys, to be affected by the proceedings, according to the practice of said court, at a general or special term thereof, for the purpose of such report; and the court shall thereupon confirm such report, and make an order containing a recital of the substance of the proceedings, and of the appraisal, and a description of the real estate appraised, and the compensation is to be made; and shall also direct to whom the money is to be paid, and in what bank, and in what manner it shall be deposited by the company.

Not affected by transfer of property, § 5, chap. 282, Laws 1854, at page 340 hereof.

Not affected by transfer of property, § 6, chap. 282, Laws 1854, at page 340

Order to be recorded; its effect when the company neglects to have the same recorded; real estate thus acquired for public use; appeals when the order is reversed.

When a copy of the order so to be made, as aforesaid, shall be recorded in the clerk's office of the county in which the land described in it is situated, thereupon and on the payment or deposit by the company of the amount of compensation for the land, and for costs, expenses and counsel fees, and as directed by said order, with interest from the date when the company shall be entitled to enter upon, take possession of and use the land for the purposes of its corporation during the continuance of its existence, by virtue of this or any other act; and all persons who have claims against the proceedings shall be divested and barred of all right, interest in such real estate during the corporate existence of the company. If the company shall neglect to have such order recorded, or to make the payment or deposit, as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may cause a certified copy of the said order to be recorded in the clerk's office, thereupon the moneys therein directed to be paid, with interest from the date of said order, shall be a debt against the company, and the lien on such real estate, and may be enforced and collected by the company in equity in the Supreme Court, with costs. Except, nevertheless, the company may abandon such proceedings by filing within thirty days, after the date of such recorded order, in the office of such clerk a notice of its intention not to do so, and paying the reasonable costs and expenses of such proceedings, as ascertained and adjusted on motion by the court making such order.

But in case of such abandonment, the company shall not renew proceedings to acquire title to such lands without a tender or deposit in court of the amount of said award and the interest thereon. All real estate acquired by any company under and pursuant to the provisions of this act for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in the seventeenth section of this act, either party may appeal, by notice in writing to the other, to the Supreme Court from the appraisal and report of the commissioners. Such appeal shall be heard by the Supreme Court at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal the court may direct a new appraisal before the same or new commissioners, in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be paid by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct, and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid, and judgment therefor may be rendered by the court on the filing of the second report against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised, and when the same is made by others than the company, it shall not be heard except on a stipulation of the party appealing not to disturb such possession. (*Thus amended, Laws of 1876, chap. 198.*)

Adverse claims to compensation; how settled.

§ 19. If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into the said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid; and may, in its discretion, order a reference to ascertain the facts on which such determination and order are to be made.

Protection of unknown parties amending proceedings.

§ 20. The court shall appoint some competent attorney to appear for, and protect the rights of, any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an attorney or agent. The court shall also have power at any time to amend any defect or informality in any of the special proceedings authorized by this act as may be necessary; or to cause new parties to be added, and to direct such further notices to be given to any party in interest as it deems proper; and also to appoint other commissioners in place of any who shall die, or refuse, or neglect to serve, or be incapable of serving.

Proceedings when title is defective; additional land, how acquired; water rights; right of way; acquiring by purchase; condemnation; limitation; proviso in case of mortgagee or receiver.

§ 21. If, at any time after an attempt to acquire title by appraisal of damages or otherwise, it shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title in the same manner as if no appraisal had been made, and at any stage of such new proceedings the court may authorize the corporation, if in possession, to continue in possession; and if not in possession, to take possession, and use such real estate during the pendency, and until the final conclusion of such new proceedings; and may stay all actions or proceedings against the company on account thereof, on such company paying into court a sufficient sum, or giving security as the court may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such real estate may conduct the proceedings to a conclusion, if the company delays or omits to prosecute the same. And if at any time after the construction of any railroad operated by steam by any

company now existing, or that may hereafter be created, such company, or any company owning, operating, or leasing such railroad, or any mortgagee or mortgagees in possession of such railroad, or person or persons appointed by any court of competent authority as receiver or receivers of any such railroad, and in the possession of and operating the same, shall require, for the purposes of its incorporation, or for the purpose of running or operating any railroad so owned, leased or possessed as aforesaid, any real estate in addition to what has been already acquired for the purposes of such railroad, or shall require any further right to lands, or the use of lands, for switches, turnouts, or for filling any structures of, or for constructing, widening, or completing therewith or thereon any embankments, or the road-bed of such railroad, when thereby greater safety or permanency may be secured, and such lands shall be contiguous to such railroad, and reasonably accessible to the place where the same are to be used for such purpose or purposes, or for the flow of water occasioned by railroad embankments or structures now in use, or hereafter rendered necessary, or for any other purpose necessary to the operation of such railroad; or any right to take and convey water from any spring, pond, creek, or river to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts or pipes for the purpose of conveying such water, and to take up, relay and repair the same; or any right of way required for carrying away or diverting any waters, streams, or floods from such railroad, for the purpose of protecting the same, or for the purpose of preventing any embankment, excavation, or structure of such railroad from injuring or damaging the property of any person or parties who may be rendered liable to injury by such embankment, excavation or structure, as the same may have been constructed previous to such time, or may then exist; such company, or mortgagee or mortgagees, person or persons in possession as aforesaid, may acquire such additional real estate, or any property or real estate which they now use or occupy, or right of way or other rights hereinbefore specified by purchasing the same of the person or parties owning the same, or interested therein, or to be affected thereby, and by paying to such parties such damages as they may sustain by reason thereof, if the amount of such compensation or damages can be agreed upon between such company, or mortgagee or mortgagees, person or persons in possession, and such owner or owners, or parties interested in such additional real estate; and if such company, or mortgagee or mortgagees, person or persons in possession shall for any cause be unable to agree for the purchase of such real estate, or right of way, or other rights, or shall be unable to agree upon the sum which shall be paid to such persons or parties in satisfaction of the damages they may sustain, or if the title to any such real estate, or right of way, or other rights already acquired or attempted to be acquired, shall for any cause prove defective or imperfect, then, and in every such case, such company, or mortgagee or mortgagees, person or persons in possession of and operating as aforesaid any such railroad, may proceed to acquire or perfect title to such real estate, or right of way, or other rights, and to ascertain and appraise such damages in the manner and by the proceedings hereinbefore in this act prescribed. Nothing in this act contained shall authorize the taking of any waters that shall at the time of such taking be commonly used for domestic, agricultural or mu* facturing purposes to such an extent as to injuriously interfere with such use in the future. And nothing in this act contained shall authorize any railroad corporation to acquire any such gravel lands not contiguous to its right of way, nor shall it be lawful for any railroad company, or any company herein named, to take or acquire, other than by mutual agreement, any right or easement in or to any lands or real estate owned or occupied by any other railroad corporation excepting the right to intersect or cross the tracks and lands owned or held for right of way by such other company; such intersection and crossing to be limited to points where the same can be made without appropriating or affecting any lands owned or held for depots or gravel beds. Provided, that the mortgagee or mortgagees, receiver or receivers in possession of any railroad as aforesaid, before commencing proceedings to ascertain and appraise damages under the provisions of this act, shall present a petition to the court under whose authority they are acting, or to any court of competent authority, for permission to commence such proceedings, which petition shall set forth that such real estate, right of way, or other rights,

* So in original.

as aforesaid, described in said petition, are necessary for the operation of said railroad, or for the protection of the property in their possession, and a copy of which petition, with a notice of the time and place the same would be presented to said court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to said court, and no proceedings to ascertain and appraise damages, as aforesaid, shall be taken by said mortgagee or mortgagees, receiver or receivers, as aforesaid, unless they shall be duly authorized by order of said court. (*Thus amended, Laws of 1881, chap. 649.*)

See chap. 272, Laws of 1847, page 363 hereof.

Map of route of railroad to be filed before construction; notice to occupants of lands; objections to route, how made; the application to Supreme Court to be accompanied with map of proposed alterations; court to appoint commissioners to examine, who may affirm or alter route; engineer on commission to concur; determination, map and testimony to be filed; appeals; court may affirm route or adopt alteration; the pay of commissioners.

§ 22. Every company formed under this act, before constructing any part of their road into or through any county named in their articles of association, shall make a map and profile of the route intended to be adopted by such company in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the clerk of the county in which the road is to be made, or in the office of register in counties where there is a register's office. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated and which has not been purchased by, or given to the company, of the time and place such map and profile were filed, and that the route designated thereby passes over the land of such occupant. Any occupant or owner of land over which such route passes, feeling aggrieved by the proposed location, may, within fifteen days after receiving written notice as aforesaid, give ten days' notice in writing to such company and to the owners or occupants of lands to be affected by any proposed alteration, of the time and place of an application to a justice of the Supreme Court in the judicial district where said lands are situated by petition duly verified for the appointment of commissioners to examine the said route; such petition shall set forth the petitioner's objections to the route designated by the company, shall designate the route to which it is proposed to alter the same, and shall be accompanied by a survey, map and profile of the route as designated by the company, and of the proposed alteration thereof, copies of which petition, map, survey and profile shall be served upon the company and said owners or occupants, with the notice of the application. If the said justice shall consider sufficient cause therefor to exist, he may, after hearing such parties as shall appear, appoint three disinterested persons, one of whom must be a practical civil engineer, commissioners to examine the route proposed by the company, and the route to which it is proposed to alter the same, and, after hearing the parties, to affirm the route originally designated or adopt the proposed alteration thereof, as may be consistent with the just rights of all parties and the public, including the owners or occupants of lands upon the proposed alteration, but no alteration of the route shall be made except by the concurrence of the commissioner who is a practical civil engineer, nor shall an alteration be made which will cause greater damage or injury to lands, or materially greater length of road, than the route designated by the company would cause, nor which shall substantially change the general line adopted by the company. The determination of the commissioners shall, within thirty days after their appointment, be made and certified by them, and the certificate, with the petition, map, survey and profile, and any testimony taken before them, be filed in the office of the register of the county in counties where there is a register, otherwise in that of the county clerk. Within twenty days after the filing of such certificate any party may, by notice in writing to the others, appeal to the Supreme Court from the decision of the commissioners, which appeal shall be heard and decided at the next general term of the court held in any judicial district in which the lands of the petitioners, or any of them, are situated, for which the same can be noticed according to the rules and practice of said court. On the hearing of such appeal the court may affirm the route proposed by the company or may adopt that proposed by the petitioner. Said com

missioners shall each be entitled to three dollars per day for their expenses and services, to be paid by the person who applied for their appointment; and if the route of the road as designated by the company is altered by the commissioners, and their decision is affirmed on appeal (if an appeal be taken), the company shall refund to the applicant the amount so paid. (*Thus amended, Laws of 1871, chap. 560.*)

See chap. 19, Laws of 1851, at page 249 hereof; § 13, chap. 282, Laws of 1854, at page 342 hereof; chap. 843, Laws of 1872, page 330 hereof; chap. 500, Laws of 1871, page 347 hereof.

Directors may change route; survey; may acquire land; alteration in city or village; compensation; provide alteration when bonds have been issued.

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time, alter or change the route, or any part of the route of their road, or its termini, or locate the said route, or any part thereof, or its termini in a county adjoining any county named in the articles of association, if it shall appear to them that the line can be improved thereby; and they shall make and file in the clerk's office of the proper county a survey, map and certificate of such alteration or change, and shall have the same right and power to acquire title to any lands required for the purposes of the company in such altered or changed route as if the road had been located there in the first instance; and no such alteration shall be made in any city or village after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company; nothing herein shall be construed to authorize the change of either terminus to any other county than one adjoining that in which it was previously located, nor the reduction of the amount of capital stock per mile below that now required by law. All the provisions of this act relating to the first location and to acquire title to land shall apply to every such new or altered portion of the route. Nor shall the provisions of this section authorize the alteration of the route or terminus of any railroad in any town, county or municipal corporation which has issued bonds, or any town which may be bonded, but whose bonds have not yet been issued, or subscribed for, and taken any stock or bonds in aid of the construction of such railroad without the consent in writing of, and subscribed by, a majority of the tax payers appearing upon the last assessment-roll of said town, county or municipal corporation. But it shall not be necessary to obtain the consent of such tax payers in order to authorize an extension to a new terminus where such terminus after the change will remain in the same village or city as theretofore. But nothing herein shall be construed to authorize the abandonment of any portion of the track of any railroad as described in its articles of association. (*Thus amended, Laws of 1886, chap. 634.*)

See chap. 500, Laws of 1871, page 347 hereof.

Crossings and intersections; how additional land for, taken.

§ 24. Whenever the track of a railroad constructed by a company formed under this act shall cross a railroad, a highway, turnpike or plankroad, such highway, turnpike or plankroad may be carried under or over the track, as may be found most expedient; and in cases where an embankment or cutting shall make a change in the line of such highway, turnpike or plankroad desirable, with a view to a more easy ascent or descent, the said company may take such additional lands for the construction of such road, highway, turnpike or plankroad on such new line as may be deemed requisite by the directors. Unless the land so taken shall be purchased for the purposes aforesaid, compensation therefor shall be ascertained in the manner prescribed in this act for acquiring title to real estate, and duly made by said corporation to the owners and persons interested in such lands. The same, when so taken, shall become a part of such intersecting highway, turnpike or plankroad, in such manner and by such tenure as the adjacent parts of the same highway, turnpike or plankroad may be held for highway purposes.

State land, how acquired by company.

§ 25. The Commissioners of the Land Office shall have power to grant to any railroad company formed under this act, any land belonging to the people of this State, which may be required for the purposes of their road, on such terms as may be agreed on by them; or such company may acquire title thereto by appraisal, as in

the case of lands owned by individuals; and if any land belonging to a county or town is required by any company for the purposes of the road, the county or town officers having the charge of such land may grant such land to such company, for such compensation as may be agreed upon. The land included in the State reservation at Niagara and the the* concourse lands on Coney Island are expressly exempted from the provisions of this section. (*Thus amended, chap. 601, Laws of 1886.*)

As to State salt lands, see chap. 246, Laws 1848, page 456.

As to Indian lands, see chap. 816, Laws 1836, page 844.

As to Chautauqua Assembly grounds, see chap. 403, Laws of 1886, page 344.

Title, how acquired, when trustees, guardian or committee are not authorized to sell.

§ 26. In case any title or interest in real estate required by any company formed under this act, for the purpose of its incorporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot or person of unsound mind, the Supreme Court shall have power, by a summary proceeding on petition to authorize and empower such trustee, or the general guardian or committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot, or person of unsound mind, has no general guardian or committee, the said court may appoint a special guardian or committee for the purpose of making such sale, release or conveyance, and may require such security from such general or special guardian or committee as said court may deem proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed shall be reported to the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to sell and convey the same.

Weight of iron rails on grades, etc.; how to apply act.

§ 27. No company formed under this act shall lay down or use in the construction of their road any iron rail of less weight than fifty six pounds to the lineal yard on grades of 110 feet to the mile or under, and not less than seventy pounds to the lineal yard on grades of over 110 feet to the mile, except for turnouts, sidings and switches, provided this section shall apply only to roads now being constructed or hereafter to be constructed, when the gauge of said road exceeds four feet or over. (*Thus amended, Laws of 1871, chap. 669.*)

As to Kanona and Prattsburgh R. R., see Laws of 1886, chap. 607.

Additional powers conferred.

§ 28. Every corporation formed under this act shall, in addition to the powers conferred on corporations in the third title of the eighteenth chapter of the first part of the Revised Statutes, have power:

See title 3, chap. 18, part 1 of the Revised Statutes, referred to in foregoing section, pages 336, 337.

May enter upon lands for purpose of survey.

1. To cause such examination and surveys for its proposed railroad to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to the responsibility for all damages which shall be done thereto.

May hold voluntary grants of real estate.

2. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railroad; but the real estate received by voluntary grants shall be held and used for the purpose of such grant only.

May purchase, hold and use real estate; reference to Indian lands.

3. To purchase, hold and use all such real estate and other property as may be

* So in the original.

construction and maintenance of its railroad, and the stations and accommodations necessary to accomplish the objects of its incorporation herein contained shall be held as repealing, or in any way superseding, any act or law entitled "An act authorizing the construction of railroads upon lands," passed May 12, 1836.

Laws of 1836, entitled "An act authorizing the construction of railroads upon lands," referred to in above section, page 314 hereof.

road.

its road not exceeding six rods in width, and to construct the necessary cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the road; and to remove any standing trees that may be in danger of falling on the road, and to provide for the same as provided in this act for lands taken for the use of the road.

road across any stream, canal and highway; bridges or obstructions; streets in cities not to be used without consent of corporations; long highways without consent.

at their road across, along or upon any stream of water, water-course, highway, plankroad, turnpike, or across any of the canals of this State, the route of its road shall intersect or touch, but the company shall not cross any water-course, street, highway, plankroad and turnpike thus intersected to its former state, or to such state as not unnecessarily to diminish its usefulness. Every company formed under this act shall be subject to the Session Laws of 1834. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction across any stream or lake navigated by steam or sail boats, at the place where such obstructions may be proposed to be placed; nor to authorize the crossing of any railroad not already located in, upon or across any streets in any city or town without the assent of the corporation of such city; nor to authorize any such company to construct its road upon and along any highway, without the order of the Supreme Court of the judicial district in which said highway is situated, or a special term of said court, after at least ten days' notice in writing, and the intention to make application for said order, shall have been given to the owners of highways of the town in which said highway is situated.

Laws of 1880, chap. 133.)

276. Laws of 1834, referred to in foregoing section, page 339 hereof. Laws of 1851, page 350 hereof. Laws of 1835, and chap. 255, Laws of 1855, at page 343 hereof. Laws of 1882, page 405 hereof; § 17, chap. 232, Laws 1854, page 342 hereof. Laws of 1855, page 343 hereof, and chap. 62, Laws of 1853, page 391 hereof.

intersect, etc., other railroads; proceedings in case two corporations cannot agree; companies shall receive from each other and for the same.

intersect, join and unite its railroad with any other railroad before any point on its route and upon the ground of such other railroad as may be necessary turn-outs, sidings and switches, and other conveniences for the objects of its connection. And every company whose railroad hereafter intersected by any new railroad shall unite with the new railroad in forming such intersections and connections and as aforesaid; and if the two corporations cannot agree upon the mode of intersection to be made therefor, or the line or lines, the grade or the manner of such crossing and connections, the same shall be determined by commissioners, one of whom must be a practical engineer, to be appointed by the courts, as is provided in this act in respect to real estate; and said commissioners shall have full power to alter the crossing or crossings of any railroad before constructed at or above the existing grade of any such railroad, and upon the map of the company seeking the crossing required to be shown on twenty-two of this act, or otherwise. And all companies whose railroads hereafter be crossed, intersected or joined as aforesaid shall

receive from each other and forward to their destination all goods, merchandise and other property intended for points on their respective roads with the same dispatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise and other property received at and forwarded from the same point for individual and other corporations. (*Thus amended, Laws of 1880, chap. 588, § 1.*)

Nothing in this act contained shall apply to any street surface railroad in the city of New York (Laws of 1880, chap. 588, § 2).
See also chap. 222, Laws of 1847, page 338 hereof.

Conveyance of passengers and property.

7. To take and convey persons and property on their railroad by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor.

Buildings and stations.

8. To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and the use of their passengers, freights and business.

Time and manner of transportation, not to be construed as increasing fare.

9. To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor; but such compensation for any passenger and his ordinary baggage shall not exceed three cents per mile. The re-enactment of this provision shall not be construed as increasing the rate of passenger fare which any railroad of this State is now authorized to charge.

As to extortion, see chap. 185, Laws of 1857, at page 443 hereof.

As to roads not exceeding fifteen miles in length, see chap. 470, Laws of 1861, at page 384 hereof.

As to narrow gauge roads, see § 6, chap. 560, Laws of 1871, page 348 hereof; also chap. 336, Laws of 1888, page 349 hereof.

See also chaps. 234, 569, 607, Laws of 1886.

May borrow money necessary for completion or operation of road.

10. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purpose aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid the right to convert the principal due or owing thereon into stock of said company, at any time not less than two nor more than twelve years from the date of the bond, under such regulations as the directors may see fit to adopt; provided, however, that if the already authorized capital stock of such corporation, at the time such bonds may be issued, shall not be sufficient to meet such conversion when made, the stockholders shall, before such issue and in the manner hereinbefore provided, authorize an increase of capital stock to an extent sufficient to meet the deficiency. (*Sub. 7, 8, 9 and 10, thus amended by Laws of 1880, chap. 183.*)

Not necessary to file as chattel mortgage, see chap. 779, Laws of 1863, at page 366 hereof.

Canal tolls; returns, how made; forfeiture, how prosecuted.

§ 29. Repealed.

See chap. 497, Laws of 1851, entitled "An act to abolish tolls on railroads."

Conductors and servants to wear badges.

§ 30. Every conductor, baggage master, engineer, brakeman or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property.

railroad corporation formed under this act shall make an annual report to the State Engineer and Surveyor of its operations for the year ending on the first day of September, and of its condition on that day; which report shall be verified by the oaths of the president or treasurer and the general manager or superintendent of its operations, and shall be filed in the office of the State Engineer and Surveyor by the twentieth day of December in each year:

TABLE A.

STOCK AND DEBT.

Capital stock as authorized by charter.
 Capital stock as since fixed.
 Capital stock subscribed.
 Capital stock paid in.
 Total debt.
 Total funded debt.
 Rate per annum of interest on funded debt.
 Several amounts shall be stated in two columns, one of which shall be headed and contain "As by last report," and the other "By this report."
 Number of shares of ordinary stock.
 Number of shares of preferred stock.
 Price of stock, of par value of \$ per share.
 Number of stockholders.
 Statement of the funded debt as "by this report" shall be given, showing:
 Kind of bonds or obligations.
 How secured.
 Date of issue.
 Term due.
 Rate of interest.
 Amount of authorized issue.
 Amount actually issued.
 Total amounts.
 Amount of unfunded debt as "by this report," shall be stated under following classification:
 Advances and acceptances.
 Tolls and operating expenses unpaid.
 Amounts due other railroad corporations.
 Interest due and unpaid.
 Bonds unpaid.
 Accounts.
 Other items (if any).

TABLE B.

COST OF ROAD AND EQUIPMENT.

Construction and masonry.
 Structure, including rails.
 Water and freight stations, buildings and fixtures.
 Engine and car-houses, machine shop, machinery and fixtures.
 Fences and damages and fences.
 Locomotive engines and fixtures.
 Passenger and baggage cars.
 Freight and other cars.
 Telegraph and agencies.

25. Any other items entering into the cost or value.
26. Total.

The several amounts shall be extended into three columns; the first to be headed and to contain "Amount of last report;" the second, "Amount since charged;" and the third, "Amount by this report."

27. A statement shall be given showing briefly (by numbers, by quantities, or by descriptions) the additions or betterments made to the road and equipment, representing the several amounts that may appear in the column headed "Amount since charged."

TABLE C.

CHARACTERISTICS OF ROAD.

28. Main line of road (stating termini).
29. Main line laid.
30. Branches owned.
31. Lines leased or operated.
32. Total main line, branches owned, and lines leased or operated.
33. Second track on main line.
34. Second track on branches owned, or lines leased or operated.
35. Total second track.
36. Third track on main line.
37. Fourth track on main line.
38. Third and fourth track on branches owned, or on lines leased or operated.
39. Sidings and turnouts on main line.
40. Sidings and turnouts on branches owned, and on lines leased or operated.
41. Total sidings.
42. Aggregate of all tracks on main line, branches owned, and lines leased or operated, including all sidings and turnouts.
The amounts shall be extended into three columns; the first headed and to contain "Length in this State;" the second "Length out of this State;" and the third "Total length."
43. A tabular statement shall be given, showing the termini of each branch, and of each line leased or operated, its length, and the length of double track, including sidings and turnouts on each.
44. Gauge of track.
45. Miles of steel rails (reduced to single track) in main line.
46. Same in branches owned, and lines leased or operated.
47. Weight per yard of steel rails in main line.
48. Weight per yard of iron rails in main line.
49. Weight per yard of steel rails in branches.
50. Weight per yard of iron rails in branches.
51. Length in feet of iron bridges on all lines.
52. Length in feet of wooden bridges on all lines.
53. Length in feet of pile or trestle work in wood on all lines.
54. Miles of telegraph wire owned and operated.

TABLE D.

EQUIPMENT.

55. Number of locomotive engines for passenger service.
56. Number of locomotive engines for freight service.
57. Number of locomotive engines for switching service.
58. Total number of locomotive engines owned.
59. Average weight (with tender and fuel and water) of each kind of locomotive engines.
60. Number of engine-houses.
61. Aggregate number of stalls in same.
62. Number of first-class passenger cars.
63. Number of second-class and emigrant passenger cars.
64. Number of baggage, mail and express cars.

freight and other cars owned, namely :
 ight.
 n or flat.

inds.
 above freight cars with eight wheels.
 above freight cars with four wheels.
 locomotive engines controlled by the corporation for use, but
 instead of owned.
 freight cars controlled by the corporation for use, but leased in-
 owned.

TABLE E.

MISCELLANEOUS.

machine and car shops.
 elevators or grain-houses.
 capacity of same in bushels.
 freight or cattle yards of two acres or more in area.
 area of same in acres.
 ck laid in same.
 mber of persons directly employed by the company during the
 amount of salaries and wages paid to same for the year.

TABLE F.

THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

miles run by passenger trains.
 miles run by freight trains.
 passengers (all classes) carried in cars.
 tons, of 2,000 pounds, of freight carried in cars.
 miles traveled by passengers, or number of passengers carried
 ("total movement of passengers").
 miles one ton of freight was carried, or number of tons carried
 ("total movement of freight").
 te of speed (miles per hour) adopted by ordinary passenger
 cluding stops.
 ed of same when in motion.
 e of speed adopted by express passenger trains, including stops.
 ed of same when in motion.
 te of speed adopted by freight trains, including stops.
 ed of same when in motion.

TABLE G.

DESCRIPTION OF FREIGHT MOVED.

the forest (tons).
 animals.
 food.
 cultural products.
 res.
 se.
 es.
 er of tons.

TABLE H.

AMOUNTS MOVED OF CERTAIN SPECIFIED ARTICLES INCLUDED IN FOREGOING DESCRIPTION.

- 98. Flour (tons).
- 99. Grain.
- 100. Live stock.
- 101. Fresh or pickled meats and provisions.
- 102. Petroleum and other oils.
- 103. Lumber.
- 104. Pig and bar iron and steel, and iron and steel rails.
- 105. Iron and other ores.
- 106. Coal.

TABLE I.

DIRECTION AND DESTINATION OF FREIGHT MOVED.

- 107. Tons of through, going east and south.
- 108. Tons of through, going west and north.
- 109. Total tons through.
- 110. Tons of way, going east and south.
- 111. Tons of way, going west and north.
- 112. Total tons way.

TABLE J.

DESTINATION OF PASSENGERS CARRIED.

- 113. Number of through passengers.
- 114. Number of way passengers.

TABLE K.

AVERAGE RATE CHARGED PER TON PER MILE ON FREIGHT.

- 115. On first class.
- 116. On second class.
- 117. On third class.
- 118. On fourth class.
- 119. On all other classes.
- 120. Average on all classes.

The amounts shall be stated in two columns; one headed and to contain "Rate on through;" and the other "Rate on way;" and the "Average on all classes" shall be stated with reference to the respective amounts of each class actually moved.

- 121. General average of through and way.

TABLE L.

AVERAGE RATES CHARGED FOR PASSENGERS PER MILE.

- 122. For first class.
- 123. For second class.
- 124. For emigrants.
- 125. Average for all classes.

The amounts shall be stated in two columns; one headed and to contain "Rate for through;" and the other "Rate for way;" and the "Average for all classes" shall be stated with reference to the number of each class actually carried.

- 126. General average for through and way.

TABLE M.

EXPENSES OF MAINTAINING ROAD AND REAL ESTATE.

of road-bed and railway other than cost of rails.
 of bridges.
 of telegraph lines.
 rails used in repairs.
 steel rails used in repairs.
 of same (miles and fractions).
 iron rails used in repairs.
 of same (miles and fractions).
 of buildings.
 of fences and gates.
 in real estate.
 expenses of maintaining road and real estate.

TABLE N.

EXPENSE OF REPAIRS OF MACHINERY AND CARS.

of engines and tenders.
 of passenger and baggage cars.
 of freight cars.
 of tools and machinery in shops.
 al expenses, including oil, fuel, clerks, watchmen, and other ex
 about shops.
 expenses of repairs of machinery and cars.

TABLE O.

EXPENSES OF OPERATING THE ROAD.

expenses, stationery, and other expenses about office.
 and clerks.
 loading and unloading freight.
 watchmen, flagmen and switchmen.
 d water station attendance.
 ors, baggagemen and brakemen.
 men and firemen.
 est and labor in preparing for use.
 other lubricants and waste.
 d damage of goods and babbage.*
 s for injuries of persons.
 s to property, including damages by fire and cattle killed on road.
 superintendence, or salaries of general officers.
 cars.
 or items.
 expenses of operating the road.
 amount stated under the several subdivisions of "expenses of main-
 ing road and real estate," "expenses of repairs of machinery and
 " and "expenses of operating the road," are to be those chargeable
 nst the year's business, and are to be stated without reference (other
 the weight and length of rails) to the sums actually paid there-
 during the year. The amounts shall be tabulated and divided be-
 en "passenger transportation" and "freight transportation," and
 ar as items do not pertain specifically to either one particular kind
 transportation, the division shall be made in the ratio of the "total
 ements" of passengers and freight.

* So in original.

TABLE P.

AMOUNTS PAID FOR CERTAIN SPECIFIC PURPOSES INCLUDED IN FOREGOING

- 161. Stationery and printing.
- 162. Advertising.
- 163. Legal expenses and counsel fees.
- 164. Insurance.
- 165. Rents.
- 166. Tolls.
- 167. Contributions and subscriptions.

TABLE Q.

TRANSPORTATION EXPENSES FOR THE YEAR.

- 168. Expenses of maintaining road and real estate (Table M).
- 169. Expenses of repairs of machinery and cars (Table N).
- 170. Expenses of operating the road (Table O).
- 171. Total transportation expenses.
The division between "passenger transportation" and "freight transportation," hereinbefore provided for, shall be brought forward with the subdivisions of "transportation expenses," and the resulting division of "transportation expenses" shall be shown.

TABLE R.

RESULT OF THE BUSINESS OF THE YEAR.

The earnings are to be stated without reference to the sums actually received during the year.

- 172. Earnings.
 - (1) From passengers.
 - (2) From freight.
 - (3) From mails.
 - (4) From rents.
 - (5) From other sources (in detail).
 - (6) Total earnings.
- 173. Charges against earnings.
 - (1) Transportation expenses (171).
 - (2) Interest.
 - (3) Rentals of leased lines.
 - (4) Dividends — date, and rate per centum.
 - (5) Other items (in detail).
 - (6) Total charges against earnings.
- 174. Resulting surplus (or deficiency) for the year.

TABLE S.

"INCOME" OR "PROFIT AND LOSS" ACCOUNT.

- 175. Balance, surplus (or deficiency) from previous year.
- 176. Surplus (or deficiency) for this year, as shown by table R.
- 177. Any other items of gain or loss (to be added or deducted).
- 178. Balance, surplus (or deficiency) now.
This balance of "income," or "profit and loss," must be that which appears on the proper side of the "balance sheet" hereinafter provided for.

TABLE T.

BALANCE SHEET, AT THE END OF YEAR.

- 179. The "balance sheet" must be tabulated, and contain on the one side a statement of the assets of the company at the close of the year, as follows:

- (1) Cost of road and equipment, as shown "by this report" in Table B.
- (2) Cost of other lines owned, which may not have been included in preceding; stating each line separately.
- (3) Permanent investment (in detail).
- (4) Cash on hand.
- (5) Cash assets (classified).
- (6) Due from other railroad corporations.
- (7) Fuel and supplies on hand.
- (8) Sinking fund (if any).
- (9) Other assets (classified and in detail).

And on the other side a statement of the liabilities of the company at the same time, as follows:

- (1) Capital stock (as "by this report" in Table A).
- (2) Funded debt (as "by this report" in Table A).
- (3) Unfunded debt (as "by this report" in Table A).
- (4) Other liabilities classified.

The balance of "income," or "profit and loss," must appear on the side on which it may fall according to whether it be "surplus" or deficiency, and the two sides of the "balance sheet" must then be equal in footing.

The "balance sheet" in each report, after the first one shall have been made under the provisions of this act, shall be tabulated with double columns on each side; in one of which columns, properly headed, shall appear the amounts at the end of the year for which such report is made, and in the other the amounts of the corresponding items as they appear in the report for the previous year.

180. The number of persons injured in life or limb, and the cause of the injury, and whether passengers or persons employed, and whether any such accidents have arisen from carelessness or negligence of any persons in the employment of the corporation, and whether such persons are retained in the service of the corporation.

181. The names and residences of the directors of the corporation.

182. The names and official addresses of the executive and general officers of the corporation.

183. It shall be the duty of each corporation to transmit to the State Engineer and Surveyor the following maps, profiles and drawings exhibiting the characteristics of their roads; the map to show the length and direction of each straight line, and the length and radius of each curve; also the point of crossing of each town and county line, and the length of line in each town and county, accurately determined by measurements to be taken after the completion of the road. The profiles to be on the map, and shall show the grade line and surface of ground in the usual method, also the elevation of grades above tides at each change in the inclination thereof. The maps and profile to be made on a scale of 500 feet to one-tenth of a foot; vertical scale of profiles to be 100 feet to one-tenth of a foot. For all roads or parts of roads now done, or in operation, and for which such maps and profiles have not already been returned, they shall be returned on or before the first day of January next; and for all roads now in progress, or which may hereafter be constructed, the said maps and profiles shall be returned within three months after the same or any portion thereof shall be in use.

184. It shall be the duty of the State Engineer and Surveyor to arrange the information contained in such report in tabular form, and prepare the same, together with the said reports, in a single document, for printing, for the use of the Legislature, and report the same to the Legislature as early as may be practicable in each year.

185. The provisions of this section shall apply to all existing railroad corporations; and the report of the said existing railroad corporations, made in pursuance of the provisions of this section, shall be deemed to be a full compliance with any existing law or resolution requiring annual reports to be made by such corporations, or either of them. (*Thus amended, Laws of 1880, chap. 575.*)

As to power of Board of Railroad Commissioners to prescribe form of report, see chap. 353, Laws of 1882, § 10, page 416 hereof.

See, also, chap. 844, Laws of 1869, page 359 hereof; as to Street Railroads, see chap. 906, Laws of 1867, page 394 hereof.

Penalty for not making report.

§ 32. Any railroad corporation which shall neglect to make the report, as is

provide* in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, and an additional penalty of twenty-five dollars for each day after the first day of December, on which they shall neglect to file said report, as provided in said section, to be sued for in the name of the people of the State of New York, for their use. (*Thus amended, Laws 1867, chap. 906.*)

Legislature may alter or reduce rate of freight, fare, etc.

§ 33. The Legislature may, when any such railroad shall be opened for use, from time to time alter or reduce the rate of freight, fare or other profits upon such roads; but the same shall not, without the consent of the corporation, be so reduced as to produce with said profits less than ten per centum per annum on the capital actually expended; nor unless on an examination of the amounts received and expended, to be made by the "Board of Railroad Commissioners," they shall ascertain the net income derived by the company from all sources for the year then last past shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended. (*Thus amended, Laws of 1883, chap. 381.*)

Mails.

§ 34. Any such corporation shall, when applied to by the Postmaster-General, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it shall be lawful for the Governor of this State to appoint three commissioners, who or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the Postmaster-General shall require the mail to be carried at other hours, or at higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses, and wear and tear thereof, and for the service, to be fixed as aforesaid.

See § 17, chap. 215, Laws of 1846, at page 361 hereof.

Passengers refusing to pay fare.

§ 35. If any passenger shall refuse to pay his fare it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, on stopping the train.

Notice of times of starting, etc.; preferences forbidden.

§ 36. Every such corporation shall start and run their cars for the transportation of passengers and property at regular times to be fixed by public notice, and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, and at the junctions of other railroads and at the usual stopping places established for receiving and discharging way passengers and freights for that train, and shall take, transport and discharge such passengers and property at and from and to such places on the due payment of the fare or freight legally authorized therefor. No preference for the transaction of business shall be granted by said railroad corporation to any one of two or more companies or associations competing in the business of transporting property for themselves or for others, upon the railroad owned or operated by such corporation, either upon the cars or in the depots or buildings, or upon the grounds of such corporation; and whenever the railroad of such corporation at or near the same place connects with or is intersected by any other railroad, such corporation shall fairly and impartially grant and afford to each of such compet

* So in original.

ing companies or associations equal terms of accommodation, privileges and facilities in the transportation of property and freight to and upon such connecting or intersecting railroad, and shall also grant and afford to each of such competing companies or associations, and to the officers, agents and employees thereof equal facilities in the interchange and use of express, freight and other cars, so far as may be necessary to accommodate the business of each of such competing companies or associations, and every railroad corporation shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises. The provisions of this section shall apply to all existing railroad corporations. *(Thus amended, Laws of 1867, chap. 49.)*

See § 9, chap. 270, Laws of 1847, at page 361, as to liability of connecting railroads for freight and as common carriers.

Baggage arrangement; checks to be given; penalty for refusal.

§ 37. A check shall be affixed to every parcel of baggage, when taken for transportation, by the agent or servant of such corporation, if there is a handle, loop or fixture so that the same can be attached upon the parcel or baggage so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and, further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train, and on producing said check, if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him, to prove the contents and value of said baggage.

As to checks for baggage, weight of baggage, etc., see chap. 270, Laws of 1847, § 8, page 361 hereof, chap. 272, Laws of 1847, § 6, at page 363 hereof, and chap. 300, Laws of 1857, at pages 366, 366; also chap. 573, Laws of 1868, page 365 hereof.

Passenger trains, how formed; penalty.

§ 38. In forming a passenger train, baggage, freight, merchandise, or lumber cars shall not be placed in rear of the passenger car; and if they, or any of them, shall be so placed, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor, and be punished accordingly.

§ 39. Repealed. (*Sec. 18, chap. 282, Laws of 1854.*)

Sign-boards at road crossings; size of inscription; proviso.

§ 40. Every such corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street where the same is crossed by the railroad, on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers; and on each side of such boards shall be painted in capital letters, of at least the size of nine inches each, the words, "Railroad crossing, look out for the cars." But this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets.

As to ringing bell and blowing whistle at street or highway crossing, see § 7, chap. 232, Laws of 1854, at page 340 hereof.

Punishment of railroad employees for intoxication; punishment in case of death or injury of persons by reason of neglect occasioned thereby.

§ 41. If any person employed or who shall be employed upon the railroad of any such corporation as engineer, conductor, baggage-master, brakeman, switchman, fireman, bridge-tender, flagman, signalman, or having charge of the regulating or running of trains upon said railroad in any manner whatsoever, be intoxicated while engaged in the discharge of such duties, he shall, upon conviction thereof, be deemed guilty of a misdemeanor, and shall be punishable for each offense by a fine not exceeding one hundred dollars or by imprisonment in a county jail for a term not exceeding six months, in the discretion of the court

having cognizance of the offense. And if any person so employed as aforesaid by any such corporation shall, by reason of such intoxication, do any act or neglect any duty, which act or neglect shall cause the death or injury to any person or persons, he shall, upon conviction thereof, be punishable by imprisonment in the county jail for a term of not less than six months, or in the State prison for a term not exceeding five years, in the discretion of the court having cognizance of the offense. (*Thus amended, Laws 1871, chap. 560.*)

As to age of employees, see chap. 246, Laws of 1865, page 44.

As to uniform of employees, see § 1, chap. 483, Laws of 1867, at pages 445 hereof.

As to qualification of engineers, see Laws of 1870, chap. 636, at page 596 hereof.

See Penal Code provisions as to employee, §§ 362, 199, 418, 419, 420, 421, 422, at page 468 hereof.

Persons injuring railroad property; how punished.

§ 43. If any person or persons shall willfully do or cause to be done any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by means of such offense.

As to trespass upon or injury to railroad property, see Penal Code, §§ 467, subd. 4, 498, 505, 645, 636, 638, at pages 459, 460 and 461, hereof; also chap. 261, Laws of 1877, at page 446 hereof; also chap. 180, Laws of 1888, page 448.

Penalties; how sued for.

§ 43. All penalties imposed by this act may be sued for in the name of the people of the State of New York; and if such penalty be for a sum not exceeding one hundred dollars, then such suit may be brought before a justice of the peace, and may be commenced by serving a summons on any director of such company.

As to suits for penalties, see Code of Criminal Procedure, §§ 675 to 682; pp. 457, 458, hereof.

Fencing; penalty for driving animals on railroads; unlawful to walk upon track.

§ 44. Every corporation formed under this act shall erect and maintain fences on the sides of their road, of the height and strength of a division fence required by law, with openings or gates or bars therein, and farm crossings of the road for the use of the proprietors of lands adjoining such railroad; and also construct and maintain cattle-guards at all road crossings, suitable and sufficient to prevent cattle and animals from getting on to the railroad. Until such fences and cattle-guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agents or engines to cattle, horses, or other animals thereon; and after such fences and guards shall be duly made and maintained, the corporation shall not be liable for any such damages, unless negligently or willfully done; and if any person shall ride, lead or drive any horse or other animal upon such road, and within such fences and guards, other than at farm crossings, without the consent of the corporation, he shall, for every such offense, forfeit a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved. It shall not be lawful for any person, other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except where the same shall be laid along public roads or streets.

See § 8, chap. 282, Laws of 1864, at page 441. As to owner fencing, see § 9, same page.

Maps to be filed with State Engineer and Surveyor and in county clerks' offices; scale of maps.

§ 45. Every corporation shall, within a reasonable time after their road shall be constructed, cause to be made:

A map and profile thereof, and of the land taken or obtained for the use thereof, and file the same in the office of the State Engineer and Surveyor; and also like maps of the parts thereof located in different counties, and file the same in the offices for recording deeds in the county in which such parts of said road shall be.

Every such map shall be drawn on a scale, and on paper, to be designated by the State Engineer and Surveyor, and certified and signed by the president or engineer of such corporation.

Duty of passengers.

§ 46. In case any passenger on any railroad shall be injured while on the platform of a car, or on any baggage, wood, or freight car, in violation of the printed regulations of the company posted up at the time in a conspicuous place inside of its passenger cars then in the train, such company shall not be liable for the injury; provided such company at the time furnished room inside its passenger cars sufficient for the proper accommodation of the passengers.

Road when to be commenced and finished.

§ 47. If any corporation formed under this act shall not, within five years after its articles of association are filed and recorded in the office of the Secretary of State, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in seven years from the time of filing its articles of association as aforesaid, its corporate existence and powers shall cease.

This extension of time shall apply to all corporations whose articles of association have been filed within five years before the passage of this act. (*Thus amended, Laws of 1864, chap. 582.*)

As to extension of time, see Laws of 1867, chap. 775, at page 344 hereof; also chap. 508, Laws 1878, at page 345 hereof; also chap. 406, Laws of 1882, at page 345 hereof.

Legislative power to dissolve.

§ 48. The Legislature may at any time annul or dissolve any incorporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporation, its stockholders or officers for any liability which shall have been previously incurred.

See Const. State of N. Y., art. 8, § 1, at page 456 hereof.

What sections of this law applicable to existing corporations.

§ 49. All existing railroad corporations within this State shall respectively have and possess all the powers and privileges contained in this act; and they shall be subject to all the duties, liabilities and provisions not inconsistent with the provisions of their charter, contained in sections 9, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28 (except subdivision 9), 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, of this act.

General repeal.

§ 50. The act entitled "An act to authorize the formation of railroad corporations," passed March 26, 1848, and the acts amending the same, are hereby repealed; but all railroad companies formed under said act are hereby continued in existence in the same manner as if said acts were not repealed; and such companies shall be subject to all the provisions, and shall have the same powers, rights and privileges, and be subject to the same duties as if they had been incorporated under this act; and the time limited by said act for the expenditure of ten per cent of their capital stock is hereby extended two years from the passage of this act; and the time limited in said section of said law for their completion is hereby extended to five years from the passage of this act; and also the time for completing any railroad organized previous to March 27, 1848, whose road was under contract prior to February 1, 1850, to be completed within the time prescribed by its charter, is hereby extended for one year.

New York and Erie railroad.

§ 51. Nothing in this act contained shall authorize or permit the New York and Erie Railroad Company to abandon the use of their road in the county of Rockland, east of Suffern's depot.

REVISED STATUTES.

TITLE 3, CHAPTER 18, PART 1, REFERRED TO IN SECTION 1 OF THE
GENERAL RAILROAD ACT.**General powers.****SECTION 1. Every corporation, as such, has power:**

1. To have succession by its corporate name for the period limited in its charter, and when no period is limited perpetually ;
2. To sue and be sued, complain and defend, in any court of law or equity ;
3. To make and use a common seal, and alter the same at pleasure ;
4. To hold, purchase and convey such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in its charter. [Any corporation which shall have sold and conveyed any part of its real estate may, notwithstanding any restriction in its charter, purchase, take and hold, from time to time, any lands adjacent to those already held by it ; provided the Supreme Court shall authorize such purchase, taking and holding upon the application of such corporation, and on being satisfied that the value of all lands proposed to be so purchased shall not exceed that of lands sold and conveyed by the said corporation within the three years next preceding such application.] (§ 1, *chap. 290, Laws of 1882.*)
5. To appoint such subordinate officers and agents as the business of the corporation shall require, and to allow them a suitable compensation.
6. To make by-laws not inconsistent with any existing law, for the management of its property, the regulation of its affairs, and for the transfer of its stock.

In what corporations to vest.

§ 2. The powers enumerated in the preceding section shall vest in every corporation that shall hereafter be created, although they may not be specified in its charter or in the act under which it shall be incorporated.

What other powers to be possessed.

§ 3. In addition to the powers enumerated in the first section of this title, and to those expressly given in its charter, or in the act under which it is or shall be incorporated, no corporation shall possess or exercise any corporate powers, except such as shall be necessary to the exercise of the powers so enumerated and given.

Exercise of banking powers prohibited.

§ 4. No corporation created, or to be created, and not expressly incorporated for banking purposes, shall, by any implication or construction, be deemed to possess the power of discounting bills, notes or other evidences of debt, of receiving deposits, of buying gold and silver bullion, or foreign coins, of buying and selling bills of exchange, or of issuing bills, notes, or other evidences of debt, upon loan, or for circulation as money.

Liability of stockholders.

§ 5. Where the whole capital of a corporation shall not have been paid in, and the capital paid shall be insufficient to satisfy the claims of its creditors, each stockholder shall be bound to pay, on each share held by him, the sum necessary to complete the amount of such share, as fixed by the charter of the company, or of such proportion of that sum as shall be required to satisfy the debts of the company.

Quorum.

§ 6. When the corporate powers of any corporation are directed by its charter to be exercised by any particular body, or number of persons, a majority of such

if it be not otherwise provided in the charter, shall be a sufficient board for the transaction of business; and every decision of persons duly assembled as a board shall be valid as a corporate

non-user; not applicable to railroads incorporated under the

corporation hereafter created by the Legislature shall not organize the transaction of its business within one year from the date of its incorporation powers shall cease.

section not to apply in certain cases.

section of title 3, chapter 18 of the first part of the Revised Code shall be so construed as to apply to any act for incorporating a railroad company, or shall have in its own provisions the terms and times in which the same shall be forfeited for non-user.] (§ 1, chap. 155, Laws of 1846.)

act, § 1.

power to repeal.

of every corporation, that shall hereafter be granted by the Legislature shall be subject to alteration, suspension and repeal, in the discretion of the Legislature.

of dissolution.

the dissolution of any corporation created or to be created, and the officers and directors shall be appointed by the Legislature, or by some court of competent jurisdiction, the directors or managers of the affairs of such corporation shall be appointed by the Legislature, by whatever name they may be known in law, shall be the creditors and stockholders of the corporation dissolved, and shall have power to settle the affairs of the corporation, collect and pay the debts, and divide among the stockholders the moneys and other assets which shall remain, after the payment of debts and necessary expenses.

ees.

as so constituted trustees shall have authority to sue for and recover the property of the dissolved corporation, by the name of the trustees, describing it by its corporate name, and shall be jointly and severally liable to the creditors and stockholders of such corporation, to the extent of the property and effects that shall come into their hands.

LAWS RELATING GENERALLY TO RAILROADS.

[See *General Index Laws*, page 469.]

CHAP. 222, LAWS OF 1847.

AN ACT in relation to railroad corporations.

Terms of accommodation to be made to connect railroads of different companies.

SECTION 1. Every railroad company whose railroad shall, at or near the same place, connect with, or be intersected by, two or more other railroads which are competing lines for the business to or from such railroad, shall fairly and impartially grant and afford to the proprietors of each of such connecting or intersecting railroads equal terms of accommodations, privileges and facilities in the transportation of cars, passengers, baggage and freight, over and upon their railroads, and over and upon such connecting or intersecting railroads; and shall also grant and afford the proprietors of each of said connecting or intersecting railroads equal facilities in the interchange and use of passenger, baggage, freight and other cars so far as may be required to accommodate the business of each railroad; and also in furnishing passage tickets to passengers who may have come over, or may wish to go over either of such connecting or intersecting railroads; and if the proprietors of either of such connecting or intersecting railroads shall deem themselves aggrieved by the arrangements or conduct of the company with whose railroad their railroad connects in the premises, such proprietors may make application, by petition to the Governor of this State, on giving fourteen days' notice to the companies or proprietors of the railroads with which their railroad connects, for the appointment of three commissioners to inquire into the alleged complaints; and it shall be the duty of said Governor to appoint three disinterested persons as commissioners, who shall summarily examine into the alleged grievances, and shall prescribe such regulations in the premises as will in their judgment secure the enjoyment of equal privileges, accommodations and facilities to the proprietors of the said connecting or intersecting railroads, in the transportation, use and interchange of cars, passengers, baggage and freight, as may be required to accommodate the business of each of said railroads, and in the management and conduct of the several railroads connecting with each other; and the said commissioners shall also determine and fix the terms and conditions upon which such facilities and accommodations shall be afforded to each of said connecting railroads. The award of the commissioners, when approved by the Supreme Court, shall be binding on the parties for two years, and the court shall have power to compel the performance thereof, by attachment, mandamus or otherwise. And the expenses of the foregoing proceedings shall be paid by such of the parties as shall be determined on by said court.

CHAP. 697, LAWS OF 1866.

AN ACT supplementary to the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

Companies for operating railway by stationary power.

SECTION 1. It shall be lawful for any number of persons, not less than ten, to form themselves into a company for constructing, maintaining and operating a railway for public use, in the conveyance of persons and property, by means of a propelling rope or cable attached to stationary power; and upon compliance with the provisions of the first three sections of the act to which this is supplementary, they shall become a body corporate and politic, according to the provisions of said act; *Provided*, That the directors of any such company may be limited to any number not less than five, to be specified in the articles of association.

By what name designated.

§ 2. Any such company may style itself by the name of the inventor or patentee of the particular method of propulsion used, together with such local designation as the associates may deem desirable, and shall, by such name set forth in their articles of association, have and enjoy all the powers and privileges and be subject to the liabilities mentioned in the aforesaid act, passed April 2, 1850, so far as the same are comprised in the first twenty-six sections and the twenty eighth section thereof.

422, Laws 1884, below.)

may operate roads in other States.

lawful for any company formed under this act to construct and maintain a road or roads in any other State or country in which the conflict with the laws of such State or country; provided the assent of the stockholders is first obtained in the same manner and extent as would be required in the United States.

corporate existence, how affected; firms, certified copy of certificate of incorporation.

continuance of any railroad corporation now existing, or hereafter to be organized under the laws of this State, may be extended beyond the time named for its incorporation by act or acts of incorporation, or in the articles of association of the corporation, by the filing in the office of the Secretary of State a certificate of extension signed by the holders of two-thirds in amount of the stock of the corporation; and in every case where such certificate is so filed, the term of existence of such corporation is hereby extended to the period designated in such certificate, and the rights, privileges and franchises enjoyed or exercised by such corporation at the time such certificate was or shall be so filed. Each such certificate shall be acknowledged by the individuals signing the same before some officer of the State by law to take acknowledgments of deeds; and whenever such certificate is held by firms or copartnerships, the execution of such certificate shall be acknowledged by one or more of such copartners; and it shall be the duty of the Secretary of State to record such certificate in the book kept in his office for the purpose, and to file the same in the office of the Secretary of State. A copy of such certificate shall be acknowledged thereof, certified by the Secretary of State, shall be evidence of the truth of the facts therein stated. (Thus amended, Laws 1884, 40.)

CHAP. 422, LAWS OF 1884.

to amend chapter 697 of the laws of 1866, entitled "An act to authorize the formation of railroad corporations, and to regulate the same."

Section three of chapter three hundred and ninety-seven of the laws of 1866, and sixty-six, entitled "An act supplementary to the act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended as follows:

formed under the provisions of this supplementary act may fix the fare on their respective roads, not exceeding five cents for each mile of a mile, for each passenger, and with the right to a minimum of one cent; except when such railroad does not exceed two miles in length, or overcomes elevations not less than five hundred feet to the mile, in which case it shall be lawful for such companies to fix and collect rates for the use of their respective roads not more than five cents for each one hundred feet of road to overcome for each passenger.

applicable.

Provisions of this act shall apply to railways not exceeding four miles in length, or overcoming elevations not less than five hundred feet to the mile, and to which power is locomotives furnished with cogs working into cogs on the road.

CHAP. 276, LAWS OF 1834.

to incorporate the Medina and Darien Railroad Company.

Commissioners.

* * * * *
The Commissioners are hereby invested with a general and superintending power so much of any railroad as passes over any canal or feeder of the State, or approached within ten rods of such canal or feeder, so far as may be necessary to preserve the free and perfect use of the same, and for the purpose of this State, and necessary for making any repairs, improvements in the same; and said company shall not construct their rail-

road over or at any place within ten rods of any canal or feeder belonging to this State, unless said company shall lay before the Commissioners aforesaid, a map, plan and profile, as well of the canal or feeder as of the route designated for their railroad, exhibiting distinctly and accurately the relation of each to the other, at all the places within the limits of ten rods as aforesaid; and shall thereupon obtain the written permission of said Canal Commissioners, with such conditions, instructions and limitations as, in the judgment of said Canal Commissioners, the free and perfect use of any such canal or feeder may require.

CHAP. 282, LAWS OF 1854.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

(Sections 1 to 3, inclusive, amend General Railroad Act.)

Acquiring real estate, not to apply to certain real estate in Buffalo.

§ 4. In case any railroad company, the line or route of whose road has been surveyed and designated, and the certificate thereof duly filed as required by law, is unable to agree for the purchase of any real estate required for its roadway or other purposes, the said corporation shall have the right to acquire title to the same by the special proceedings prescribed in the act hereby amended; and all real estate acquired by any railroad corporation under and pursuant to the provisions of this act, for the objects and purposes herein expressed, shall be deemed to be acquired for public use. But this section shall not be so construed as to apply to any real estate in the city of Buffalo, situated between Main and Michigan streets, except that lying between Exchange street and Buffalo river. (*Thus amended, Laws of 1882, chap. 82.*)

Courts empowered to carry proceedings into effect.

§ 5. In all cases of appraisal under this act, and the act hereby amended, where the mode or manner of conducting all or any of the proceedings to the appraisal, and the proceedings consequent thereon, are not expressly provided for by the statute, the courts before whom such proceedings may be pending shall have the power to make all the necessary orders, and give the proper directions to carry into effect the object and intent of this and the aforesaid act; and the practice in such cases shall conform, as near as may be, to the ordinary practice in such courts.

Appraisal not affected by transfer of property.

§ 6. When any proceedings of appraisal shall have been commenced, no change of ownership, by voluntary conveyance or transfer of the real estate, or any interest therein, or of the subject-matter of the appraisal, shall in any manner affect such proceedings, but the same may be carried on and perfected as if no such conveyance or transfer had been made or attempted to be made.

Ringling of bells at cross roads; penalty.

§ 7. A bell shall be placed on each locomotive engine run on any railroad, and rung at the distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street on the same level with the railroad, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such traveled public road or street upon the same level with the railroad, except in cities, and be sounded at intervals until it shall have crossed such road or street, and every neglect to comply with the foregoing provision shall subject the corporation owning the railroad to a fine not exceeding \$20, in the discretion of the court having cognizance of the offense; and every engineer having charge of the engine, for every neglect to comply with the requirements aforesaid, shall be fined not exceeding \$50, or imprisoned in the county jail not exceeding sixty days, in the discretion of the court.

indictment may be tried; and the said corporation shall, moreover, for all damages which shall be sustained by any person by reason of the passage of this act, and every railroad company formed or organized after the passage of this act, whose lines are not now open for use, shall, before the lines of the same are opened, erect and thereafter maintain fences on the sides of their tracks, of the height and strength of a division fence, as required by law, with posts, rails, or bars therein at the farm crossings of such railroad, for the protection of the lands adjoining such railroads, and shall also continue to do the same has not already been done, and hereafter maintain, cattle-proof fences at all crossings, suitable and sufficient to prevent cattle, horses, sheep or swine from getting on to such railroad. And so long as such fences and cattle-proof fences shall be made, and when not in good repair, such railroad corporation shall be liable for damages which shall be done by the agents or servants of such corporation to any cattle, horses, sheep or hogs thereon, and such fences and guards shall have been duly made and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless the same have not been fully done. A sufficient post and wire fence of requisite height shall be a lawful fence, within the provisions of this section; but no railroad corporation shall be required to fence the sides of its roads, except when such fences are necessary to prevent horses, cattle, sheep and hogs from getting on to the road from the lands adjoining the same.

When to build.

It shall be the duty of every owner of land adjoining any railroad, who has received, from the grantor, a specific sum as compensation for the line of land taken for the purpose of said railroad, and has not already built a lawful fence on the line of said road, to build and maintain such fence; and if said owner, his heir or assign, shall not build said fence within thirty days after he has been notified so to do by the said railroad corporation, the said corporation shall neglect to maintain said fences, if built, said corporations shall be liable hereafter maintain such fence, and may maintain a civil action against any person neglecting to build or maintain said fence, to recover the expenses of such action.

When to build.

It shall be the duty of every owner of land adjoining any railroad, who has received, from the grantor, a specific sum as compensation for the line of land taken for the purpose of said railroad, and has not already built a lawful fence on the line of said road, to build and maintain such fence; and if said owner, his heir or assign, shall not build said fence within thirty days after he has been notified so to do by the said railroad corporation, the said corporation shall neglect to maintain said fences, if built, said corporations shall be liable hereafter maintain such fence, and may maintain a civil action against any person neglecting to build or maintain said fence, to recover the expenses of such action.

Notice.

Any railroad company which shall have had unclaimed freight, not perished, for a period of one year at least, may proceed to sell the same, and the proceeds of such sale may retain the charges of transportation of such freight, and the expenses of advertising and sale of such freight; and the expenses of such sale shall be made until the expiration of four weeks from the date of notice of such sale in the State paper, and also in a newspaper published at or nearest the place at which such freight was directed to be delivered; and the place where such sale is to take place; and said notice shall contain a full description of such freight, the place at which and the time when the same is to be sold, as near as may be, together with the name of the owner or person to whom the same is due, if known; and the expenses incurred for advertising shall be paid by the owner of such freight, in a ratable proportion, according to the value of each carload or parcel, if more than one.

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LAWS RELATING GENERALLY TO RAILROADS.

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Any of this State are hereby empowered to bring any action against any railroad corporation, or any person or officer thereof, for any act or omission of any such corporation in violation of the rights of the public in such town, and to enforce the performance of any duty imposed upon such corporation in relation to any highway in the town of such corporation, and to maintain an action for damages or expenses sustained, or may have sustained, or may be put to or may have to pay, in consequence of any act or omission of any such corporation in violation of the rights of the public in such town, in relation to such highway.

Nothing in this act shall be construed as in any manner impairing the right of any person or officer to bring any action now authorized by law.

CHAP. 316, LAWS OF 1836.

AN ACT authorizing the construction of railroads upon Indian lands.

Contracts; how made.

SECTION 1. It shall be lawful for any railroad company that has been, or may hereafter be, chartered by the Legislature of this State, to contract with the chiefs of any nation of Indians, over whose lands it may be necessary to construct such railroad, for the right to make such road upon such lands; but no such contract shall vest in such railroad company the fee to such lands, nor the right to occupy the same for any purposes other than what may be necessary for the construction, occupancy and maintenance of such railroad.

Contracts to be ratified by court.

§ 2. No contract made with the chiefs of any nation of Indians, for the purposes mentioned in the first section of this act, shall be valid or effectual until the same shall be ratified by the Court of Common Pleas of the county where such lands may be situated.

CHAP. 403, LAWS OF 1836.

AN ACT to protect the Chautauqua Assembly Grounds from railroads.

SECTION 1. It shall not be lawful for any railroad or railway company or corporation now existing, or hereafter organized under the laws of this State or otherwise to build, construct or operate any railway or railroad in, upon, over or through the grounds, lands or premises now owned by the Chautauqua Assembly corporation, in the town and county of Chautauqua, without first procuring the consent in writing of a majority of the board of trustees or directors of said Chautauqua Assembly corporation in favor thereof.

CHAP. 515, LAWS OF 1867.

AN ACT in relation to railroad corporations.

The obtaining of land.

SECTION 1. Any railroad company which has been, or which may hereafter be duly formed under the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and which is duly continued in existence, when at least \$10,000 for every mile of its railroad proposed to be constructed in this State shall be, in good faith, subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to land necessary for the construction of its railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

CHAP. 775, LAWS OF 1867.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

When corporate powers shall cease.

SECTION 1. If any corporation formed under an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, shall not, within five years after its articles of association are filed and

office of the Secretary of State, begin the construction of its road, or pay ten per cent on the amount of its capital, or shall not finish its road within ten years from the time of filing its articles of incorporation, its corporate existence and powers shall cease.

CHAP. 598, LAWS OF 1875.

AN ACT in relation to railroad corporations.

for construction.

any existing railroad company heretofore organized or incorporated under the laws of this State, except such as may have been organized for the purpose of constructing or operating a railroad in the city of New York, which may be unable to construct its railroad within the time specified by its charter or articles of association, shall hereby have the time for the completion of the railroad authorized to construct extended for a further term of two years beyond the time heretofore limited; and failure to construct its railroad within the time so limited shall not cause a forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate powers have been forfeited from any cause. (*Thus amended, Laws of 1879,*

CHAP. 405, LAWS OF 1882.

AN ACT in relation to railroad corporations.

in which to complete road.

any railroad company heretofore organized or incorporated under the laws of this State, except such as may have been organized for the purpose of constructing or operating a railroad in the city of New York, which may be unable to construct its railroad within the time specified in its charter or articles of association, or heretofore limited by law, shall hereby have the time for the completion of the railroad it was authorized to construct extended for a further term of two years beyond the time heretofore limited; and failure to construct its railroad within the time so limited shall not cause a forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate powers have been forfeited from any cause.

to certain corporations.

provisions of this act shall not extend or apply to any corporation or company organized under the laws of this State, except such as may have been organized for the purpose of constructing or operating a railroad in the city of New York, which may be unable to construct its railroad within the time specified in its charter or articles of association, or heretofore limited by law, shall hereby have the time for the completion of the railroad it was authorized to construct extended for a further term of two years beyond the time heretofore limited; and failure to construct its railroad within the time so limited shall not cause a forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate powers have been forfeited from any cause.

CHAP. 264, LAWS OF 1878.

authorize corporations organized under the laws of this State to reduce their capital stock.

capital stock; proviso.

any corporation or company organized under general or a special law, and now existing, or which may hereafter be organized under general or special law, may diminish its capital stock, by complying with the provisions of this act, to any amount which may be deemed sufficient and

towns of this State are hereby empowered to bring any action against any railroad corporation that may be necessary or proper to sustain the rights of the public in and to any highway in such town, and to enforce the performance of any duty enjoined upon any railroad corporation in relation to any highway in the town of which they are commissioners, and to maintain an action for damages or expenses which any town may sustain or may have sustained, or may be put to or may have been put to, in consequence of any act or omission of any such corporation in violation of any law in relation to such highway.

Construction of act.

§ 2. Nothing in this act shall be construed as in any manner impairing the right of any person or officer to bring any action now authorized by law.

CHAP. 316, LAWS OF 1836.

AN ACT authorizing the construction of railroads upon Indian lands. Contracts; how made.

SECTION 1. It shall be lawful for any railroad company that has been, or may hereafter be, chartered by the Legislature of this State, to contract with the chiefs of any nation of Indians, over whose lands it may be necessary to construct such railroad, for the right to make such road upon such lands; but no such contract shall vest in such railroad company the fee to such lands, nor the right to occupy the same for any purposes other than what may be necessary for the construction, occupancy and maintenance of such railroad.

Contracts to be ratified by court.

§ 2. No contract made with the chiefs of any nation of Indians, for the purposes mentioned in the first section of this act, shall be valid or effectual until the same shall be ratified by the Court of Common Pleas of the county where such lands may be situated.

CHAP. 403, LAWS OF 1836.

AN ACT to protect the Chautauqua Assembly Grounds from railroads.

SECTION 1 It shall not be lawful for any railroad or railway company or corporation now existing, or hereafter organized under the laws of this State or otherwise, to build, construct or operate any railway or railroad in, upon, over or through the grounds, lands or premises now owned by the Chautauqua Assembly corporation, in the town and county of Chautauqua, without first procuring the consent in writing of a majority of the board of trustees or directors of said Chautauqua Assembly corporation in favor thereof.

CHAP. 515, LAWS OF 1867.

AN ACT in relation to railroad corporations.

The obtaining of land.

SECTION 1. Any railroad company which has been, or which may hereafter be, duly formed under the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and which is duly continued in existence, when at least \$10,000 for every mile of its railroad proposed to be constructed in this State shall be, in good faith, subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for the construction of its railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

CHAP. 775, LAWS OF 1867.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

When corporate powers shall cease.

SECTION 1. If any corporation formed under an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, shall not, within five years after its articles of association are filed and

office of the Secretary of State, begin the construction of its road, or on ten per cent on the amount of its capital, or shall not finish it in operation in ten years from the time of filing its articles of association, its corporate existence and powers shall cease.

CHAP. 598, LAWS OF 1875.

AN ACT in relation to railroad corporations.

for construction.

Any existing railroad company heretofore organized or incorporated in this State, except such as may have been organized for the purpose of operating a railroad in the city of New York, which may be unable to construct its railroad within the time specified by its charter or incorporation, shall hereby have the time for the completion of the railroad authorized to construct extended for a further term of two years beyond the time heretofore limited; and failure to construct its railroad within the time so limited shall not cause a forfeiture of its corporate powers; but the provisions contained shall have the effect to revive any corporation whose charter has been forfeited from any cause. (*Thus amended, Laws of 1879,*

CHAP. 405, LAWS OF 1882.

AN ACT in relation to railroad corporations.

in which to complete road.

Any railroad company heretofore organized or incorporated under the laws of this State, except such as may have been organized for the purpose of operating a railroad in the city of New York, which may be unable to construct its railroad within the time specified in its charter or incorporation, or heretofore limited by law, shall hereby have the time for the completion of the railroad it was authorized to construct extended for a further term of two years beyond the time heretofore limited; and on ten per centum on the amount of its capital, or to have completed within the time heretofore limited, shall not be deemed a cause of forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate power shall have ceased prior to the year eighteen hundred and eighty-two, who shall have been judicially determined to have been forfeited from any cause.

to certain corporations.

The provisions of this act shall not extend or apply to any corporation or company, or the assignee or successor of any corporation or company, organized under the laws of this State, and twenty-six of the laws of eighteen hundred and eighty-two, and "An act relating to the banks and prism of the Genesee Valley and the sale thereof," or to any corporation or company that has already commenced the construction of its road. The provisions of this act shall not extend to the New York and Albany Railroad Company.

CHAP. 264, LAWS OF 1878.

authorize corporations organized under the laws of this State to reduce their capital stock.

capital stock; proviso.

Any corporation or company organized under general or a special law, and now existing, or which may hereafter be organized under general or special law, may diminish its capital stock, by complying with the provisions of this act, to any amount which may be deemed sufficient and

proper for the purposes of the corporation. But nothing in this act shall be so construed as to relieve any holder or owner of stock in such corporation from any personal liability existing prior to such reduction; provided, that nothing in this act contained shall be construed to in any manner interfere with, or affect any law now in existence, authorizing any corporation heretofore organized to reduce its capital stock.

Notice of meeting to reduce stock; necessary vote.

§ 2. Whenever any company shall desire to call a meeting of the stockholders, for the purpose of diminishing the amount of its capital stock, it shall be the duty of the trustees or directors to publish a notice, signed by at least a majority of them, in a newspaper in the county in which the business of the company is carried on, or its principal office is located, if any, shall be published therein, at least three successive weeks, and to deposit a written or printed copy thereof in the post-office, addressed to each stockholder, at his usual place of residence, at least three weeks previous to the day fixed upon for holding such meeting, specifying the object of the meeting, the time and place when and where such meeting shall be held, and the amount to which it shall be proposed to diminish the capital; and a vote of at least two-thirds of all the shares of stock shall be necessary to a diminution of the amount of its capital stock.

Stock; how reduced; certificate, when filed; approval of Comptroller.

§ 3. If, at the time and place specified in the notice provided for in the preceding section of this act, the stockholders shall appear in person or by proxy, in numbers representing not less than two-thirds of all the shares of stock of the corporation, they shall organize by choosing one of the trustees chairman of the meeting, and also a suitable person for secretary, and proceed to a vote of those present in person or by proxy, and if, in canvassing the votes, it shall be found that a sufficient number of votes has been given in favor of diminishing the amount of capital, a certificate of the proceedings showing a compliance with the provisions of this act, the amount of capital actually paid in, the whole amount of debts and liabilities of the company, and the amount to which the capital stock shall be diminished, shall be made, signed and verified by the chairman, and such certificate shall be acknowledged by the chairman and filed in the office of the clerk of the county in which the business of the company shall be carried on, and a duplicate thereof in the office of the Secretary of State, with the approval of the Comptroller indorsed thereon, to the effect that the reduced capital is sufficient for the proper purposes of the company, and is in excess of all debts and liabilities of the company, exclusive of debts secured by trust mortgages, and that the actual market value of the stock of the company prior to the reduction of the capital was less than the par value of the same, and when so filed, the capital stock of such corporation shall be reduced to the amount specified in such certificate, and the amount of capital left in the possession of the company over and above the amount to which the capital shall be so reduced shall be returned to the stockholders pro rata at such times and in such manner as the trustees or directors shall determine.

CHAP. 225, LAWS OF 1880.

AN ACT to authorize the exchange of preferred stock for common stock of corporations.

Exchange of preferred stock for common, may be authorized by vote of two-thirds of the directors.

SECTION 1. Every corporation organized under the laws of this State which has heretofore issued, or may hereafter issue, both preferred and common stock, forming part of the capital stock of such corporation, is hereby authorized, whenever the directors of such corporation shall, by vote of two thirds of their number, declare it for the interest of the corporation so to do, and the holder of any such preferred stock may request, in writing, the exchange of the same for the common stock, to exchange the preferred stock of such holder for common stock, and to issue certificates of common stock therefor, share for share, or upon such other valuation as may have been agreed upon in the scheme for organization of such company or the issue of such preferred stock; provided, however, that the total amount of the capital stock of such company shall not be increased thereby.

CHAP. 560, LAWS OF 1871.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

(Section 1 amends General Railroad Act of 1850.)

Change of terminus of intersecting roads; consent of stockholders requisite.

§ 2. Whenever any railroad company shall have located its road so as to terminate at any railroad previously constructed or located, whereby communication might be had with any incorporated city of this State, and any other railroad company shall subsequently locate its road so as to intersect the road of said first-mentioned company, and thereby, by itself or its connections, afford communication with such city, then and in such case said first-mentioned company may alter and amend its articles of association so as to have its road terminate at the point of intersection with said road so subsequently located, provided the consent of the stockholders representing or holding two-thirds of the stock of said company shall have been first obtained thereto.

Maps, surveys, etc., when to be filed or recorded in register's office; transfer and refile authorized.

§ 3. Whenever in said act any map, survey, profile, reports, certificate or other paper is directed to be filed or recorded in the office of the county clerk, the same shall be filed or recorded in the office of the register of the county, provided there be a register's office in said county, and all maps, profiles, surveys, reports, certificates or other papers which have, pursuant to the provisions of said act, been heretofore filed or recorded in the office of the clerk of any county in which there is a register, shall be, within thirty days after the passage of this act, transferred to the office of such register, and shall be by him refiled or recorded as of the date of the original filing or record.

(§ 4 also amends the General Railroad Act of 1850.)

Narrow-gauge roads; when articles may be filed; contents of articles; amount of capital.

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, for the purpose of constructing and operating railroads for public use in transporting persons and property, of the gauge of three feet and six inches or less, but not less than thirty inches within the rails; whenever capital stock of said corporation to the amount of \$1,000 for every mile of such railroad proposed to be constructed and operated has been in good faith subscribed, and whenever \$1,000 or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors and indorsed on or annexed to said articles that the amount of stock hereby required has been so subscribed as aforesaid, and ten per cent thereon paid as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles with such affidavit may be filed and recorded in the office of the Secretary of State, provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations under said act, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, except the amount of the capital stock of the company stated in said articles shall not be less than \$3,000 for every mile of road constructed, or proposed to be constructed, and all of the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge hereinabove mentioned, except as herein provided, or otherwise provided by law. (Thus amended, Laws of 1879, chap. 293, subd. now § 5 of chap. 560 of Laws of 1850.)

Right of way, how acquired; weight of rails; fare proviso; weight of engine.

§ 6. Any railroad company, duly organized according to law, when the gauge of its proposed railroad shall be three feet and six inches or less, but not less than thirty inches within the rail, may whenever \$2,000 for every mile of road to be constructed has been, in good faith, subscribed and ten per cent thereon paid, in good faith, in cash, apply to the Supreme Court, in the manner provided by law, for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title of lands necessary for the construction and maintenance and operating said railroad to the same extent and in the same manner as if the whole amount of the capital stock, specified in its articles of association, was in like manner subscribed and ten per cent thereon in like manner paid in cash; and may lay upon such road iron of a weight not less than twenty-five pounds to the lineal yard, such railroad company may charge and receive, when its road is not more than twenty-five miles in length, not exceeding five cents per mile; when its road is more than twenty-five and not more than forty miles in length, not exceeding four cents per mile; and when the road is more than forty miles in length, not exceeding three cents per mile for each passenger and his ordinary baggage transported on said road, provided that nothing relating to fares in this section shall apply to railroad companies now incorporated, or to any railroad now in operation, or to any railroad or part thereof located, or to be located, in the county of Kings, county of New York, or within the limits of any incorporated city. And it is further provided that in case the weight of rail used shall not exceed twenty five pounds per lineal yard, such railroad company shall not use an engine exceeding eighteen tons weight, or run at a greater speed than fifteen miles per hour. (*Thus amended, Laws 1888, chap. 884.*)

As to Niagara Falls and Whirlpool Ry. Co., see Laws 1886, chap. 455,

Existing corporations may construct narrow-gauge road.

§ 7. Any railroad corporation now duly organized and legally kept in existence, which has not constructed its railroad, may construct a railroad of the gauge hereinbefore mentioned, and may acquire title to lands necessary for the construction, maintenance and operating of such railroad, on complying with the provisions of this act, and of all other provisions of law not inconsistent herewith.

CHAP. 452, LAWS OF 1881.

AN ACT to authorize corporations owning canals to construct and operate railroads along side of or in lieu thereof.

Corporation owning canal may construct railroad.

SECTION 1. It shall be lawful for any corporation of this State owning and operating a canal to construct and operate along or in lieu of such canal a railroad, and the exercise of the authority hereby conferred shall not be deemed to forfeit or impair its corporate rights under its charter or act of incorporation.

Corporate powers.

§ 2. Such company, in the construction and maintenance of any such railroad under the authority of this act, shall have, possess and enjoy all the powers and privileges contained in an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and the several acts amending the same, and be subject to all the duties, liabilities and provisions so far as relates to any powers or privileges by this act upon said company conferred and hereafter exercised.

Not authorized to construct railroad in any other locality.

§ 3. Nothing in this act contained shall authorize the construction of any railroad except upon or along such canal owned and operated by any such company, and not in any other locality.

CHAP. 386, LAWS OF 1883

in relation to fare on short railroads, and having tracks of
gauge and not entering the limits of any incorporated city.

Any railroad corporation now duly organized and having a railroad
gauge, or the lessee of any such corporation, which may by the
of a third rail so as also to create a track of the gauge of three feet
or less, but not less than thirty inches between the rails, shall for
of asking and receiving fare for the transportation of passengers over
low gauge track, be deemed a railroad of the gauge of three feet and
less, not less than thirty inches between the rails, when the said
does not enter or traverse the limits of any incorporated city and
does not exceed six miles in length, including any connecting railroad
gauge.

CHAP. 829, LAWS OF 1872.

ACT in relation to the formation of railroad companies.

Persons who have signed articles, and who shall thereafter become
directors, shall be and become a corporation.

Whenever any number of persons, not less than twenty-five, shall
meet, or shall, before the passage of this act, have made and signed
an association, containing the statements required by section 1 of an
act to authorize the formation of railroad corporations, and to
validate the same," passed April 2, 1850, except the names and places of resi-
dence of the directors of the company, as therein provided; and thereafter
directors have been chosen at a meeting of subscribers to such articles,
the names and places of residence of such directors so chosen have been in-
cluded in such articles so subscribed, and there has been indorsed thereon the
certification by the second section of said act, and said articles have been
filed in the office of the Secretary of State; thereupon, the persons
who have subscribed such articles, and all persons who shall thereafter become
members of such company, shall be a corporation by the name specified in
the articles of association, and have the same powers and privileges, and be
under the same liabilities, as though such articles had, when signed, con-
tained the names and places of residence of such directors.

CHAP. 19, LAWS OF 1851.

AN ACT in relation to railroad corporations.

Two or more railroads may be built by one; articles, how amended.

Whenever two railroad companies shall, for a portion of their re-
spective lines, embrace the same location of line, they may by agreement provide
for the construction of so much of said line as is common to both of them by one
company, and for the manner and terms upon which the business thereon
shall be conducted. Upon the making of such agreement, the company that is
not the part of the line which is common to both, may alter and
terminate its association so as to terminate its line at the point of intersec-
tion, and reduce its capital to a sum not less than \$10,000 for each mile of
line to be constructed in such amended articles of association.

Line may be constructed in another State.

Whenever, after due examination, it shall be ascertained by the directors
of a railroad company, organized under the act entitled "An act to authorize
the formation of railroad corporations, and to regulate the same," passed March
under the act entitled "An act to authorize the formation of railroad

corporations, and to regulate the same," passed April 2, 1850, that a part of the line of their railroad proposed to be made between any two points in this State, ought to be located and constructed in an adjoining State, it may be so located and constructed by a vote of two-thirds of all the directors, and the sections of said railroad within this State shall be deemed a connected line, according to the articles of association, and the directors may reduce the capital specified in their articles of association to such amount as may be deemed proper, but not less than the amount required by law for the number of miles of railroad to be actually constructed in this State.

(Section 3 obsolete except as to railroads formed under act of 1848, and hence omitted.)

Damages for crossing turnpike or plankroad.

§ 4. In case any railroad shall occupy or cross any turnpike or plankroad, the railroad company shall pay such turnpike or plankroad company all damages the turnpike or plankroad company may sustain by reason of the occupancy or crossing such turnpike or plankroad, the damages to be ascertained and paid in the same manner as is provided by law for the assessment and payment of damages in case of taking private property for the use of railroad companies.

(Chapter 140, Laws 1854, entitled "An act relative to the construction of railroads in cities," is omitted as being practically obsolete since the passage of the General Street Railroad Act, chap. 252, Laws of 1884. Its application is limited to railroads which commence and end in a city.)

CHAP. 843, LAWS OF 1872.

AN ACT to amend an act entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April 2, 1850."

(Section 1 amends Laws of 1866, chapter 697.)

Where portions of lines of two roads embrace same location, companies may provide, by agreement, for construction of line by one company; Railroad Commissioners not to be compelled to surrender bonds until consent of tax payers is obtained.

§ 2. Whenever two railroad companies, for a portion of their respective lines, embrace the same location of line, or whenever their lines connect or are tributary to each other, such companies may, by agreement, provide for the construction, by one of said companies, of so much of said line as is common to both, or connects with its own line, and for the manner and terms upon which the business thereon shall be performed; and the company so constructing the common and connecting and tributary portion of road shall, if the terms of such agreement so provide, be entitled to have and receive all the town bonds which have been or may be authorized to be issued to either company in aid of the construction thereof, and the towns authorized to issue such bonds are hereby authorized and required to exchange the same for the stock or bonds of the railroad company that shall, under such agreement, construct a railroad upon the line designated therein, to an amount specified in the petition of the tax payers, or remaining unpaid on their subscription to the stock of either of said railroad companies. Nothing in this act contained shall be construed so as to compel the commissioners of any town that has assented to bond for railroad purposes for any specified line of railroad to surrender the bonds of any such town to any other railroad organization, until the assent of a majority of the tax payers, owning a majority of the property appearing upon the assessment-roll of such town, has been first obtained.

Secretary of State.

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and hold by purchase or by voluntary grant such real estate and in foreign countries as may be necessary or convenient for the maintenance and accommodation of its said lines, and to sell and convey, or to lease such real estate or other property, so acquired in foreign countries, such corporation shall be subject to such duties, liabilities and restraints as may be imposed by the laws of the country in which the same shall be so acquired, and the transfer of its property by deed, mortgage, lease or otherwise, shall be subject to the same duties, liabilities and restraints as may be imposed by the laws of the country in which the same shall be so transferred.

corporations, and to regulate the same," passed April 2, 1850, that a part of the line of their railroad proposed to be made between any two points in this State, ought to be located and constructed in an adjoining State, it may be so located and constructed by a vote of two-thirds of all the directors, and the sections of said railroad within this State shall be deemed a connected line, according to the articles of association, and the directors may reduce the capital specified in their articles of association to such amount as may be deemed proper, but not less than the amount required by law for the number of miles of railroad to be actually constructed in this State.

(Section 3 obsolete except as to railroads formed under act of 1848, and hence omitted.)

Damages for crossing turnpike or plankroad.

§ 4. In case any railroad shall occupy or cross any turnpike or plankroad, the railroad company shall pay such turnpike or plankroad company all damages the turnpike or plankroad company may sustain by reason of the occupancy or crossing such turnpike or plankroad, the damages to be ascertained and paid in the same manner as is provided by law for the assessment and payment of damages in case of taking private property for the use of railroad companies.

(Chapter 140, Laws 1854, entitled "An act relative to the construction of railroads in cities," is omitted as being practically obsolete since the passage of the General Street Railroad Act, chap. 252, Laws of 1884. Its application is limited to railroads which commence and end in a city.)

CHAP. 843, LAWS OF 1872.

AN ACT to amend an act entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April 2, 1850."

(Section 1 amends Laws of 1866, chapter 697.)

Where portions of lines of two roads embrace same location, companies may provide, by agreement, for construction of line by one company; Railroad Commissioners not to be compelled to surrender bonds until consent of tax payers is obtained.

§ 2. Whenever two railroad companies, for a portion of their respective lines, embrace the same location of line, or whenever their lines connect or are tributary to each other, such companies may, by agreement, provide for the construction, by one of said companies, of so much of said line as is common to both, or connects with its own line, and for the manner and terms upon which the business thereon shall be performed; and the company so constructing the common and connecting and tributary portion of road shall, if the terms of such agreement so provide, be entitled to have and receive all the town bonds which have been or may be authorized to be issued to either company in aid of the construction thereof, and the towns authorized to issue such bonds are hereby authorized and required to exchange the same for the stock or bonds of the railroad company that shall, under such agreement, construct a railroad upon the line designated therein, to an amount specified in the petition of the tax payers, or remaining unpaid on their subscription to the stock of either of said railroad companies. Nothing in this act contained shall be construed so as to compel the commissioners of any town that has assented to bond for railroad purposes for any specified line of railroad to surrender the bonds of any such town to any other railroad organization, until the assent of a majority of the tax payers, owning a majority of the property appearing upon the assessment-roll of such town, has been first obtained.

(description of the roads, etc., as in the articles of association) filed with the statutes of this State in such cases made and provided. Therefore, I (name of secretary) Secretary of State of the State of New York certify that the persons aforesaid, their associates and successors, established as a corporation under the name of (name of corporation) powers and privileges and subject to all the duties, liabilities and provisions set forth in an act of the Legislature of the State of New York, entitled (name of act) passed the day of in the year eighteen hundred and eighty-one." I have hereunto subscribed my official signature and affixed the seal of this day of in the year

Secretary of State.

be recorded.

Certificate executed as provided in the last section shall be recorded in the office of the Secretary of State, and the original certificate, or a duly certified copy thereof, shall be conclusive evidence of the establishment of the corporation on the date of such certificate.

tors.

Government and direction of the affairs of every corporation formed under this act shall be vested in its board of directors, who shall hold their offices until others are elected in their places. In case of a vacancy occurring in the board of directors by death, resignation or otherwise, the remaining members of the board may fill such vacancy. The board of directors shall make, and from time to time to amend the by-laws of the company, which by-laws, provide that less than a majority of the board shall constitute a quorum, and may delegate any and all of the powers of the board of directors to an executive committee during the interval between the meetings of the board. The directors shall elect one of their number to be president of the corporation, and may elect such other officers as shall be provided

ers.

Corporation formed under this act shall, in addition to the powers conferred upon it by the laws of this State, have the following powers: To borrow and expend such sums of money from its treasury as the directors shall deem necessary for making preliminary examinations and surveys for its proposed railroad or lines of telegraph, and of steamboats or sailing vessels, and in foreign countries, nations or governments, the grants, concessions and privileges as below named.

To receive from foreign countries, nations and governments, such grants, concessions or privileges for the construction, acquisition, maintenance and operation of railroads, telegraph lines and vessels, as may be consistent with the laws of the corporation, and as may be granted or conceded to such corporations by the laws of such foreign country, nation or government, and to hold the same under such restrictions and with such duties and liabilities as may be fixed by the laws of such foreign country, nation or government, in connection with such grants or concessions.

To construct, acquire, maintain and operate the lines of railroad, telegraph or other lines of transportation provided for by its articles of association, and to take and convey property on their said transportation lines by the power or force of steam, or by mechanical or other power, and receive compensation therefor, regulating the time and manner in which passengers and property are transported, and the compensation to be paid therefor, in accordance with the laws of the place or country where the same are situated.

To hold by purchase or by voluntary grant such real estate and other property in foreign countries as may be necessary or convenient for the convenience and accommodation of its said lines, and to sell and convey, or to lease such real estate or other property, so acquired in foreign countries. Such corporation shall be subject to such duties, liabilities and restrictions in the transfer of its property by deed, mortgage, lease or otherwise,

CHAP. 108, LAWS OF 1875.

AN ACT in relation to railroad corporations.

What companies may consolidate.

SECTION 1. In any case where two or more railroad companies shall have been, or shall hereafter be, organized under the laws of this State, the whole of whose lines, as located by them, respectively, shall form one continuous and connecting line of road, the said companies may consolidate their lines of roads, stock, franchises and property, according to the existing laws of this State relating to the consolidation of railroad companies; and any such consolidated company may thereupon construct or finish the construction of such continuous line of railroad, and operate the same subject to all provisions of law applicable to railroad corporations organized under the said laws, so far as not inconsistent with this act; but this act shall not in any manner affect the existing laws regulating the rate of fare on any railroad. (*Thus amended, Laws of 1883, chap. 387.*)

CHAP. 468, LAWS OF 1881.

AN ACT to authorize the formation of corporations for the purpose of acquiring, constructing and operating railroads in foreign countries.

Corporators and corporate objects.

SECTION 1. Any number of persons, not less than ten, a majority of whom shall be inhabitants of this State, may form a company for the purpose of constructing, maintaining and operating in any foreign country a railroad or railroads for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any railroad or railroads, already constructed in whole or in part, for the like public use, with power to construct, maintain and operate in connection with such railroad or railroads a line or lines of telegraph, and such lines of steamboats or sailing vessels as may be proper or convenient for use in connection therewith; and for that purpose may make and sign articles of association in the form provided by section 2 of this act; and upon complying with the provisions of the said section shall, with their associates and successors, be and remain a corporation for the purposes aforesaid, with the powers given by this act and by the laws of this State.

Articles of association to be approved by the Governor, etc.; form of certificate.

§ 2. The articles of association, mentioned in the preceding section, shall state the name of the company; the number of years the same is to continue, not exceeding the term of one hundred years; as far as practicable the places from and to which the said line or lines shall be constructed, maintained and operated; the amount of the capital stock of the company and the number of shares of which such capital stock shall consist, and the names and places of residence of not less than seven persons, who shall act as a board of directors for the management of the affairs of the company for the first year and until others are chosen in their places. Each subscriber of such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. The said articles of association shall, after the approval, by the Governor, of the same, be filed in the office of the Secretary of State, who, upon the payment to him of a fee of \$50, shall indorse thereon the date they are filed and record the same in a book to be provided by him for that purpose, and shall issue a certificate substantially in the following form:

STATE OF NEW YORK:

Be it known that whereas (names of the subscribers to the articles of association) have associated themselves with the intention of forming a corporation under the name of the (name of corporation) for the purpose of locating, constructing or acquiring, maintaining and operating a railroad or railroads (and telegraph)

ries, as may be fixed by the country in which the same may be

hold and use such real estate and other property in this State necessary for the conduct of its business, provided that such company shall not hold any real estate in this State exceeding in value the sum of \$1,000,000. It may, by purchase or otherwise, any railroad or railroads, or line or lines of railroads, or in process of construction in any foreign country or in any territory, or by grants, concessions, franchises, rights, privileges and immunities, and also to mortgage or to sell and convey to any person or corporation or corporations created by this or any other State, or territory, the whole or any part of the railroad or railroads, line or lines of railroads, steamboats, sailing vessels, grants, concessions, franchises, rights, immunities and other property of any sort or description held by the corporation, or acquired by it; provided, however, that the powers of sale in this act shall only be exercised by a majority of the entire board of directors of the corporation, with the concurrence, in writing, of the holders of two-thirds of the capital stock thereof. (*Added by chap. 369, Laws of 1885.*)

may proceed to organize.

On the issue of the certificate named in section 2, any corporation formed under the provisions of this act may proceed to organize, and for that purpose the corporation shall be called by a notice signed by a majority of the directors named in such articles, stating the time, place and purpose of the meeting, a copy of which notice shall, at least five days before the day appointed for the meeting, be delivered personally to each subscriber, or left at his business or residence, or deposited in the post-office prepaid and addressed to his last known post-office address. There shall be recorded in the books of the corporation an affidavit of such service of the said notice.

subscription books.

Any corporation formed under this act shall have been organized, the books for the time being of such company may, in case the whole of the stock is not before subscribed, open books of subscription to fill up the books of the company in such places and after giving such notices as may be deemed expedient, and may continue to receive such subscription until the whole stock is subscribed. At the time of making subscriptions in accordance with the provisions of this section, every subscriber shall pay to the corporation the amount subscribed by him in money, and no such subscription shall be received or taken without such payment.

subscriptions to stock.

Each of the directors for the time being of any corporation formed under this act shall require the subscribers to the capital stock of the company to pay for the same in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment required by resolution of the board of directors, the said board may declare his stock and all previous payments thereon forfeited to the corporation; but they shall not declare it so forfeited until they have given a notice in writing to be served upon him personally, or by mail, in the post-office, properly directed to him at the post-office address of his place of residence, stating that he is required to make such payment at the time and place specified in said notice, and that if he fails to make such payment, his stock and all previous payments thereon will be forfeited to the use of the corporation, which notice shall be served as aforesaid at least thirty days before the day upon which such payment is required to be made.

, etc.; annual meeting; number of directors to be chosen.

Any corporation formed under this act shall maintain its principal office in this State, and shall there have during business hours an officer or agent to receive notices, and in whose office process may be made, and shall hold in this State at least one annual meeting of its stockholders in each year, for the choice of directors. Such meeting shall be known as the annual meeting, and shall be held at such time and place as shall be established by the by-laws of such company. At such meeting the directors shall fix the number of directors for the ensuing year, which

number shall not be less than seven ; and in the absence of any other direction by the stockholders, seven shall be chosen.

Meeting of stockholders, etc.

§ 10. At all meetings of the stockholders of any corporation formed under this act, each stockholder shall be entitled to one vote personally or by proxy on every share held by him thirty days previous to such election. The inspectors of each election shall be appointed by the board of directors for the time being, or if no such appointment be made by the board, then by the president. No person shall be elected a director, or continue to be such director, unless he shall be a stockholder, owning stock absolutely in his own right, and at every election of directors the books and papers of such company shall be exhibited to the meeting, if a majority in amount of the stockholders present shall require it.

Reduction or increase of capital stock ; amended articles of association.

§ 11. Any corporation formed under this act may, from time to time, at any regular or special meeting of the board of directors, reduce the amount of the capital stock or increase the same, or may otherwise alter and amend its articles of association, provided in either case that the consent in writing of the stockholders owning two-thirds of the capital stock of the company shall have been first obtained to such increase or diminution of the capital stock, or to such alteration of the articles of association. If any increase or reduction of the capital stock is made, or any other amendment made to the articles of association, a certificate of the fact, signed by the president and secretary of the corporation, shall, within thirty days thereafter, be filed in the office of the Secretary of State. The directors of any corporation organized under this act, in whose original certificate of incorporation any informality may exist, are hereby authorized to make and file amended articles of association to conform to the provisions of this act, and upon making and filing such amended articles of association, such corporation shall, for all purposes, be deemed and taken to be a corporation from the time of the filing of the original articles.

Stock to be personal estate.

§ 12. The stock of every corporation formed under this act shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the company ; but no share shall be transferable until all previous calls thereon shall have been fully paid in, and it shall not be lawful for such company to use its funds in the purchase of any stock of its own or any other corporation, except so far as the same may be agreed upon in its articles of association.

Subject to taxation.

§ 13. All corporations formed under the provisions of this act shall be subject to taxation upon the amount of the real or personal property owned by such corporations within this State.

CHAP. 361, LAWS OF 1883.

AN ACT to amend chapter 119 of the Laws of 1875, entitled "An act to amend chapter 146 of the Laws of 1872, entitled 'An act to authorize corporations to hold and convey real estate for business purposes, in other States, with the consent thereof.'"

Corporations may acquire and hold real estate in other States and foreign countries.

SECTION 1. Section one of chapter one hundred and nineteen of the laws of eighteen hundred and seventy-five, entitled "An act to amend chapter one hundred and forty-six of the laws of eighteen hundred and seventy-two, entitled 'An act to authorize corporations to hold and convey real estate for business purposes, in other States, with the consent thereof,'" is hereby amended so as to read as follows:

§ 1. Section one of chapter one hundred and forty-six of the laws of eighteen hundred and seventy-two, entitled "An act to authorize corporations to hold and convey real estate for business purposes, in other States, with the consent thereof," is hereby amended as follows:

§ 1. It shall be lawful for any corporation organized under the laws of this State, and transacting business in it and other States, or foreign countries, except savings banks, to acquire, hold and convey in such States or foreign countries,

ent thereof, such real estate as shall be requisite for such corporate transaction of its business, and to invest its funds in the securities of other corporations owning lands situated in this State, provided that loans shall not be made on any stocks upon which shall not have been declared continuously for three years, unless such loans are made; and provided further that such stocks shall be of a market value twenty per cent greater than the amount loaned thereon.

and parts of acts inconsistent with the provisions of this act are repealed.

CHAP. 573, LAWS OF 1868.

to afford the same facilities to passengers or property transported by steamboat on the Hudson river as is afforded by

authorized to furnish tickets.

The proprietors of any steamboat, or line of steamboats, navigating the Hudson river are hereby authorized and empowered to furnish tickets for the transportation of passengers from any station on any railroad terminating at the city of Albany or Troy, for the transportation of such passengers from the city of Albany or Troy, to the city of Albany or Troy, on their said steamboats. On such tickets being furnished to any such passenger, it shall be their duty to require their ticket agent, at any time of their road, to sell such tickets, and to any passenger who applies therefor, at a price which shall be equal to the amount of the fare upon such road to the city of Albany or Troy, with the addition of the cost of the ticket, which shall be fixed by the proprietor of such steamboat for the transportation of passengers from Albany or Troy to New York.

ks.

Proprietors of said steamboat, or line of steamboats, are also authorized to furnish baggage checks for the transportation of any baggage through to the city of New York by the way of their said steamboats, such checks being furnished to the baggage-master, at any station on said railroads, it shall be his duty to check baggage on the application of a passenger through to the city of New York, which baggage, on its arrival at the city of Albany or Troy, shall be delivered up to the authorized agent of the steamboat, or line of steamboats, to be transported from the railroad station at which such passenger contemplates going, without the check of the baggage-master, from such baggage. And said baggage shall be transported from the railroad station to steamboat landings, and from steamboat landings to railroad station, free of charge.

furnish tickets.

It is hereby made the duty of every railroad company which terminates at Albany or Troy, on application being made therefor by the proprietor of the steamboat or line of steamboats, navigating the Hudson river, to furnish tickets for the transportation of passengers from the city of Albany or Troy, on the line of their respective roads, to be sold by such steamboats in their respective offices, and to receive and transport the baggage of such passenger which shall be checked through to any point beyond the city of Albany or Troy; such tickets to be sold and paid for to the railroad company which shall furnish the same at the price charged by such company for the conveyance of such passenger to the place which such ticket entitles him to. The object and intent of this act being to compel railroad companies to furnish the same facilities to passengers going to or from the city of Albany or Troy as is afforded those who go by the railroad.

Transfer of freight.

§ 4. If any freight shall be delivered at any station on the line of any railroad which terminates in the city of Albany or Troy for transportation to the city of New York, which is marked to go to New York via boat or any particular line of boats, it shall be the duty of the railroad company to whose agent such freight shall be delivered to receive the same and transport it with all convenient speed to the city of Albany, and on its arrival there, the company over whose road the same has been transported shall forthwith cause to be notified the agent of the steamboat line by which it is directed to be sent and shall deliver the same to such agent with the bill of charges thereon due such railroad company, for the payment of which charges the proprietor or proprietors of such steamboat line shall be responsible. But the railroad company transporting such freight shall not charge for its transportation over its road any greater sum than they charge for carrying the same kind of freight the same distance over their road if the same were transported from Albany or Troy to New York by railroad, and any freight delivered by the authorized agent of any steamboat or steamboat company for transportation over any railroad which shall have been brought from New York by boat shall be transported by such railroad company to its place of destination for the same price as it would be if brought from New York by railroad.

Penalty.

§ 5. Any railroad company in this State, whose agent or servants shall neglect or refuse to sell tickets or furnish a check as is provided for in this act, when the same shall have been furnished them, shall be liable to the same penalty as is provided for in section 37 of the act passed April second, 1850, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," and no fare or toll shall be collected or received from any passenger whose application for such ticket or check shall have been refused, for riding over the road of said company, and in addition thereto, the said railroad corporation shall be liable to a penalty of \$250, to be recovered in the name of the proprietor or proprietors of any steamboat line navigating the Hudson river in any court of competent jurisdiction for each day they shall neglect or refuse to comply with the provisions of this act, unless such neglect or refusal is caused by a failure on the part of such steamboat proprietor or proprietors to furnish tickets and checks as herein provided for.

Limitation.

§ 6. The provisions of this act, so far as relates to the sale of tickets and furnishing of checks, shall not apply to either the Hudson River or New York and Harlem Railroad Companies.

CHAP. 273, LAWS OF 1882.

AN ACT to extend the operation and effect of chapter 40 of the Laws of 1848, entitled "An act to authorize the formation of corporations for manufacturing, mining, mechanical or chemical purposes," and of the several acts supplementary thereto and amendatory thereof.

Corporators ; purpose.

SECTION 1. Any three or more persons may organize themselves into a corporation in the manner specified and required in and by chapter 40, Laws of 1848, entitled "An act to authorize the formation of corporations for manufacturing, mining, mechanical or chemical purposes," for the purpose of purchasing, acquiring, building upon and improving real estate for union railway depots, to be leased and occupied by any railroad company or companies owning, leasing or operating a railroad within this State. The corporations so formed shall be subject to all the privileges and obligations of the act aforesaid, and all acts amendatory thereof, or supplementary thereto, and shall have power to take and hold by purchase, contract or lease, and convey such real estate as shall be necessary to carry out the objects of said corporation.

Railroad corporation may take and hold stock.

§ 2. Any railroad corporation, created under and by the laws of this State or of any adjoining State, is hereby authorized to subscribe for, take and hold the stock of corporations created under and by virtue of this act in such amounts as the directors of the said subscribing corporation may, from time to time, deem best for its interests.

Directors may make rules and regulations.

§ 3. The directors of any corporation, organized under and in pursuance of this act, may, from time to time, make such just, proper and needful rules and regulations for the use of the union depot or depots owned or acquired by it as to the said directors, or a majority of them, may, from time to time, seem proper.

CHAP. 218, LAWS OF 1839.**AN ACT authorizing railroad companies to contract with each other.****Companies may contract.**

SECTION 1. It shall be lawful hereafter for any railroad corporation to contract with any other railroad corporation for the use of their respective roads, and thereafter to use the same in such manner as may be prescribed in such contract. But nothing in this act contained shall authorize the road of any railroad corporation to be used by any other railroad corporation, in a manner inconsistent with the provisions of the charter of the corporation whose railroad is to be used under such contract.

CHAP. 254, LAWS OF 1867.**AN ACT in relation to railroads held under lease.****Lessees of railroad may acquire stock therein.**

SECTION 1. Any railroad corporation created by the laws of this State, or its successors, being the lessee of the road of any other railroad corporation, may take a surrender or transfer of the capital stock of the stockholders, or any of them in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporation taking such surrender or transfer shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex-officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof, as provided by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the Secretary of State, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate, property, rights, privileges and franchises of the said corporation whose stock shall have been so surrendered or transferred, shall thereupon vest in and be held and enjoyed by the said corporation, to whom such surrender or transfer shall have been made, as fully and entirely, and without change or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation, to whom such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder not so surrendering or transferring his stock shall not be in any way affected hereby, nor shall existing liabilities or the rights of creditors of the corporation, whose stock shall have been so surrendered or transferred, be in any way affected or impaired by this act. (*Thus amended, Laws of 1879, chap. 508*)

CHAP. 302, LAWS OF 1855.

Lessee of corporation may take, surrender or transfer capital stock of leased road and issue in exchange therefor like amount of its own capital stock at par in certain cases — effect thereof.

SECTION 1. Any railroad corporation created by the laws of this State, or its successors, now being the lessee of the road of any other railroad corporation, may take, surrender, or transfer of the capital stock of the stockholders, or any of them, in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporations taking such surrender or transfer shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof, as provide by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the Secretary of State, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate, property, rights, privileges and franchises of the said corporation, whose stock shall have been so surrendered or transferred, shall thereupon vest in, and be held and enjoyed by the said corporation to whom such surrender or transfer shall have been made, as fully and entirely, and without change or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation to whom such such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder, not so surrendering or transferring his stock, shall not be in any way affected hereby; nor shall existing liabilities, or the rights of creditors of the corporation whose stock shall have been so surrendered, be in any way affected or impaired by this act.

Not to apply to Genesee Valley railroad.

§ 2. This act shall not be construed as applying to or embracing the Rochester and Genesee Valley railroad, nor any part thereof and said road is hereby expressly excepted from the operation of the same.

CHAP. 349, LAWS OF 1880.

AN ACT relating to leases of railroads and railroad property within this State.

Lease of railroads not exceeding ten miles in length.

SECTION 1. Whenever any railroad, or railroad route not exceeding ten miles in length, and its franchises within this State has been heretofore leased by one railroad company or corporation to any other railroad company or corporation with the assent of a majority in amount of the stockholders of the company owning such leased railroad or railroad route and franchises, it shall be immaterial whether the assent of said stockholders has been obtained at a stockholders' meeting, or has been individually given in writing; and the leases of all such railroads within this State, which have received such assent of a majority in amount of the individual stockholders of the company or corporation owning the leased road, are hereby declared to be as legal and valid as they would have been had such assent been given at a stockholders' meeting regularly called for that purpose. And any railroad company now engaged in operating any railroad so leased may continue to use and operate the same during the term of the lease, upon complying with the terms, covenants and provisions of such lease; and to that end all such leases are hereby ratified and confirmed.

CHAP. 582, LAWS OF 1864.

to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 3, 1850.

amends subdivision 5 of section 28, General Railroad Act of 1850.)

Railroad corporations to maintain fences; cattle-guards.

When the railroad of any railroad corporation shall be leased to any company, or to any person or persons, such lessee shall maintain the sides of the road so leased, of the height and strength of a division required by law, with openings, or gates, or bars therein, at the farm crossing such railroad, for the use of the proprietors of the lands adjoining the same, and shall also construct, where the same has not already been constructed, hereafter maintain cattle-guards at all road crossings, suitable and sufficient to prevent horses, cattle, sheep and hogs from getting on to such railroad so long as such fences and cattle-guards shall not be made, and when in repair, such lessees and their agents shall be liable for damages which may be done by the agents or engineers of any such corporation, to any cattle, sheep or hogs thereon; and when such fences and guards shall have been made and shall be kept in good repair, such lessee shall not be liable for damages, unless negligently or willfully done. A sufficient post and rail of requisite height shall be deemed a lawful fence, within the provisions of this section; but no lessees of a railroad corporation shall be required to maintain the sides of said roads except when such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad, from crossing the same.

to be kept in cars; where main route of road does not extend more than twenty miles board of directors may consist of seven of its stock-

any railroad company whose line of road shall exceed forty continuous miles shall, for the better comfort of passengers, provide in each passenger car a suitable receptacle for water, with a cup or drinking utensil attached to such receptacle, and shall keep the said receptacle while said car is in use supplied with cool water; and any company failing to obey the provisions of this section shall, for each offense of omission as aforesaid, forfeit the sum of \$25; one-half of said penalty to be paid to the informer, and the other one-half to the overseer of the poor of the county in which the offense shall have been recovered, and any railroad company whose main line does not exceed twenty miles may have a board of directors to manage its affairs, consisting of seven of its stockholders, to be chosen in the manner provided by law. (*Thus amended by chap. 46, Laws of 1883.*)

amending sections of this act amend the General Railroad Act.)

CHAP. 844, LAWS OF 1869.

to amend an act entitled "An act in relation to railroads held under lease," passed April 3, 1867.

State Engineer.

Any railroad corporation which may be the lessee of any other railroad, in addition to the powers and duties conferred and imposed by the act in relation to railroads held under lease," passed April 3, 1867, shall make to the State Engineer a report of such facts concerning the leased road or roads as the lessors would otherwise be required to make, and the lessors shall not be required to make such report.

CHAP. 230, LAWS OF 1845.**AN ACT in relation to the contracts of railroad companies.****Limitation to amount of debt.**

SECTION 1. No debt or debts shall be contracted or incurred by or on behalf of any incorporated railroad company beyond or exceeding its available means in its possession, under its control and belonging to it, including its *bona fide* and available stock subscriptions and exclusive of its real estate, at the time the same shall be contracted or incurred, to pay and discharge the same and all its debts previously contracted or incurred; and every officer, agent or stockholder of said company who shall knowingly assent to, or have any agency in contracting or incurring any debt, in violation of the provisions of this section, shall be personally and individually liable to pay such debt; and shall also be liable to arrest and imprisonment in any action for the same, and on any execution issued on any judgment obtained for the same, in the same manner as defendants in actions of trespass are now liable, and shall also be deemed guilty of a misdemeanor; but the debts contracted in violation of the provisions of this section shall not be deemed invalid as against said company by reason thereof; provided that nothing herein contained shall apply to any loan which any company shall be expressly authorized by law to make over and above the available means aforesaid.

CHAP. 383, LAWS OF 1883.**AN ACT entitled "An act relating to certain contracts for the lease or conditional sale of railroad equipment and rolling stock, and providing for the record thereof."****Conditional sale of equipment and rolling stock to be invalid as to judgment creditors and purchasers without notice unless evidenced in writing and recorded.**

SECTION 1. Whenever any railroad equipment and rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwithstanding the possession and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, until the terms of the contract as to the payment of the installments, amounts or rentals payable, or the performance of other obligations thereunder shall have been fully complied with, but also providing that title thereto shall pass to the vendee, lessee or bailee on full payment thereof as aforesaid, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless

1. The same shall be evidenced by writing, duly acknowledged before some person authorized by law to take acknowledgments of deeds.

2. Such writing shall be recorded in the same book as mortgages are recorded, in the office of the clerk of the county in which is located the principal office or place of business of such vendee, lessee or bailee within the State, or in the office of the register in counties where there is a register's office.

Name of vendor, etc., to be on locomotive or car, etc.

3. Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor, or the assignee of such vendor, lessor or bailor, plainly marked upon both sides thereof, followed by the word owner, lessor, bailor or assignee, as the case may be.

Not to invalidate any contract heretofore made if recorded within ninety days.

§ 2. This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded within ninety days from the date hereof.

CHAP. 488, LAWS OF 1885.**AN ACT to amend chapter 315 of the Laws of 1884, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerks' and other offices."****Amending section 2, chapter 315, Laws 1884.**

SECTION 1. Section 2 of chapter 315 of the Laws of 1884, entitled "An act requiring contracts for the conditional sale of personal property on credit to be filed in the town clerks' and other offices," is hereby amended so as to read as follows:

where to be filed.

Instruments mentioned in the preceding section shall be filed in the cities and towns of this State, where the person to whom such property is to be sold, if a resident of this State, shall reside at the time of the sale; and if not a resident, then in the city or town where the property is to be sold shall be at the time of the execution of such instrument. In New York such instrument shall be filed in the office of the register of the county of Kings in the office of the register of said county. In all cities of this State other than the cities of New York and Brooklyn, and in all towns of this State in which a county clerk's office is kept, and in all other towns in this State, in the office of the town clerk.

If the conditional vendee be a railroad corporation, the instrument mentioned in the preceding section shall be filed in the office of the clerk of each county in which its railroad is located, or, in counties where there is a register of the register, and such filing shall be deemed sufficient for all purposes of this act. Such registers and clerks are hereby required to file all instruments aforesaid, presented to them respectively for that purpose, and to receive the same, and shall deposit the same in their respective offices, to be kept there for the inspection of all persons interested.

CHAP. 215, LAWS OF 1846.

Act to incorporate the New York and Connecticut Railroad Company.

Section 1. The said company required to contract for carrying the United States mail.

Sections 2 and 3, both inclusive, relate to the New York and Connecticut Railroad Company.

Section 4. The said railroad company, upon being thereto required by the Postmaster-General of the United States, shall enter into a contract with the United States, in conformity with the usual conditions of such contracts, for transporting the mail of the United States upon its railroad for such compensation as the said company may deem reasonable, not exceeding that provided by an act of Congress passed March 3, 1845, to reduce the rates of postage, to limit the use and correct the abuses of the franking privileges, and for the prevention of frauds on the revenues of the post-office department, approved March 3, 1845; and every railroad company neglecting or refusing to enter into such contract, upon being so required, shall be liable to pay the people of this State \$100 for every day it shall so neglect.

* * * * *

CHAP. 270, LAWS OF 1847.

Act relating to the transportation of freight on certain railroads.

Sections 1 and 2 are of a local nature, and are, therefore, omitted; sections 3 and 4, both inclusive, relate to tolls on railroads abolished by chapter 497, Laws of 1846.

Section 5. The provisions of the preceding sections of this act shall be deemed in any case to apply to the ordinary baggage of passengers, provided the same shall not exceed in weight 100 pounds.

Section 6. Railroad companies.

Section 1. Every railroad company receiving freight for transportation shall be entitled to the same rights and be subject to the same liabilities as common carriers. If two or more railroads are connected together, any company owning any of the said roads receiving freight to be transported to any place on the line of any of the said roads so connected shall be liable as common carriers for the freight at such place. In case any such company shall become liable for any sum by reason of the neglect or misconduct of any other company, the company paying such sum may collect the same of the company by reason of whose neglect or misconduct it became so liable.

CHAP. 364, LAWS OF 1882.

AN ACT to regulate the interchange of freight and passengers between the Central Vermont railroad and the Ogdensburg and Lake Champlain railroad at Rouse's Point.

Freight to be exchanged in same cars in which same is billed for transportation.

SECTION 1. All freight billed or consigned from points in this State, or from points on connecting railways to points reached by the Central Vermont railroad, and lines leased and managed by said Central Vermont railroad and Ogdensburg and Lake Champlain railroad and their connections, shall be exchanged in the same cars in which said freight is billed for transportation to its destination, and no discrimination shall be made by either of the companies named in this act, on account of said cars belonging to different corporations or carrying through all rail or other freight. Provided said cars shall be in the condition required under the rules and regulations usual and in force among connecting railroads.

Cars offered by one company to another to be taken in the usual manner.

§ 2. All passenger, sleeping, baggage or other cars offered by one company to the other shall be taken in the same manner as is usual in the interchange of through passenger cars by connecting railroads.

No additional charge to be made.

§ 3. No additional charge shall be made by reason of one company taking from the other for transportation to destination any cars, freight or passengers under the provisions of this act.

Penalty for violation of this act.

§ 4. Either of the companies named in this act violating the provisions of the same shall forfeit to the other as liquidated damages for each case of refusal or neglect to comply with the terms of this act the sum of \$500.

CHAP. 272, LAWS OF 1847.

AN ACT to authorize railroad companies to lay down upon their roads the heavy iron rail, to alter the line of their road, and to acquire the title to lands which have failed.

(Sections 1 and 2 are now obsolete, and are therefore omitted.)

Provision to enable companies to acquire valid title to land.

§ 3. In any case where a railroad shall not have acquired a valid and sufficient title to any land upon which they may have constructed their tracks, or where the title to any such lands has been or shall hereafter be rendered invalid by reason of any mortgage, judgment or other lien affecting the same, then such company in either case is authorized to obtain and acquire title to the said land by purchase of the persons, bodies corporate or politic, owning the same, or having an interest therein, if such purchase can be effected by agreement between the owners thereof and such company; but if not, such company shall have the power to cause compensation to be made therefor, and for that purpose they shall present a petition to a court of record in the county in which such land may lie, setting forth the failure of such title, and the manner in which such failure occurred, and the name and residence of the owner or claimants, and, praying for the drawing of a jury to determine the compensation to be made therefor. The said court of record shall thereupon direct notice to be given, in writing, to the owners or claimants of such lands, of the time and place of the drawing of such jury, which drawing shall be in the county in which such lands are situated, and upon proof of the service of such notice and hearing, the parties who may attend such court of record shall cause such jury to be drawn in such manner and at such place as it shall direct; said court shall cause the said jury to be sworn, and shall prescribe the time and place of the meeting of said jury, and the notices to be given to the owners or claimants of the proceedings before said jury. The said jury shall view the premises for which compensation is to be made, and shall, without fear, favor or partiality, determine the compensation to be made for said land, the title to which shall have become invalid or insufficient as aforesaid, and may hear and examine witnesses on oath in relation to the same. The said jury shall make an inquisi-

appraisement or assessment, and shall cause the same to be filed in the clerk of the county in which such land is situated. Upon proof within thirty days after the filing of the inquisition of the jury, of the owner or claimant, or of depositing to his or their credit in such court shall direct, of the amount of such appraisement, and of the expenses attending it, including reasonable counsel fees (to be testified by said court), the said court shall make an order describing reciting the assessment or appraisement thereof; and the mode of such order shall be recorded in the office of the clerk of the county and is situated, in like manner as if the same were a deed of such railroad company or corporation shall thereupon become possessor of such land during the continuance of the corporation, and may use the same for the purposes of such corporation. This provision shall not be construed to impair the duties or obligations of such corporation in regard to the road, or making and maintaining crossing places over said road, as provided in their charter; but nothing herein contained shall be construed to impair the right of any individual to recover the costs and expenses of any proceedings commenced prior to the passage of this act, or to recover such compensation as he or she is entitled to.

as to change of line, and section 5, as to weight of rails, etc., omitted.)

furnished and attached to each parcel of baggage; when baggage is returned to owner.

It shall be the duty of every railroad company hereafter to furnish and deliver to each separate parcel of baggage which they, by their agents or servants, receive from any person for transportation as ordinary or extraordinary baggage, such baggage cars accompanying their passenger trains, and they shall issue to such a person a duplicate check or checks, having upon it or them a number to that attached to each parcel of baggage; said checks and receipts shall be made of some proper metallic substance of convenient size and stamped with numbers, and each check furnished with a convenient appendage for attaching to baggage, and accompanying it a duplicate to be delivered to the person delivering or owning such baggage; and whenever any person of said baggage or other person shall, at the place where the cars are to which said baggage was to be transported, or at any other regular place, present said duplicate check or checks to the officer or agent of any railroad over any portion of which said baggage was transported, he shall deliver it up to the person so offering the duplicate check or receipt, without unnecessary delay; and a neglect or refusal on the part of any railroad, its officers or agents, to furnish and attach to any person's ordinary baggage, or extraordinary baggage if conveyed by their passenger train, a duplicate check or checks, and to furnish to such person proper duplicate or receipts, shall be deemed a forfeiture, and he or she shall be liable to pay to such person or owner, for every such refusal or neglect, the sum of \$10, to be recovered in an action for debt.

4. Laws of 1847, being an act to enable railroad companies to alter and acquire title to land, is omitted as being generally obsolete.)

5. Laws of 1847, being an act to authorize certain railroad companies to borrow money to lay a second track, is omitted as being generally obsolete.)

CHAP. 444, LAWS OF 1857.

Further to amend the act entitled "An act to authorize the incorporation of railroad corporations, and to regulate the same," April 2, 1850.

It shall be lawful for any mortgagee of any railroad and the grantor to become the purchaser of the same, at any sale thereof under the foreclosure by advertisement, or under a judgment or decree, or

otherwise, and to hold and convey the same, with all the rights and privileges belonging thereto or connected therewith.

Special estates, how acquired.

§ 2. Whenever there shall be one or more of the estates enumerated in article 1 of title 2 of chapter 1 of the second part of the Revised Statutes, entitled "Of the creation and division of estates," in any land required by any railroad company for the purpose of its incorporation, such company may acquire such estate and land by means of the special proceedings authorized by the act hereby amended. In every such case the railroad company, in addition to the statements now required by said act, shall set forth and state in its petition the facts in relation to any such estate, and the person, persons or class of persons, then in being or not in being, who are or may become entitled, in any contingency, to any estate as aforesaid in such land, and may pray that such estate may be acquired, and such persons may be bound by the said proceedings; and thereupon the court to whom such petition is presented, if there be no attorney appearing in their behalf, shall appoint some competent and disinterested attorney or officer of the court to appear in such proceedings and represent the rights, interests and estate of the person, persons, or class of persons aforesaid in any such land, and to protect the same, on the appraisal and proceedings aforesaid; and it shall be the duty of the court, on or after the confirmation of the report of the appraisal, to ascertain by such report, or by a reference for that purpose, or otherwise, in its discretion, the rights, interests and estate of such person, persons or class of persons, in the land so appraised, and in the compensation awarded therefor, and to make an order determining the amount or share of such compensation to which such person, persons or class of persons are, or may become, entitled on account of such estate, as the same shall arise or become vested in them respectively, and to direct, and to provide for the payment, investment or securing thereof, for the benefit of the person, persons or class of persons aforesaid, who are, or may in the contingency upon which such estate arises, become entitled thereto; upon the company paying or securing such amount or share, in the manner directed by such order of the court, it shall be deemed to have acquired, and shall be vested with the estate which such person, persons or class of persons have, or may be entitled to in said land, and they shall be barred of and from all right or claim in and to such land. Any railroad corporation in this State may acquire the title in fee, by the special proceedings hereinbefore mentioned, to any land which it may require for roadway and for necessary buildings, depots and freight grounds.

Sale of unclaimed baggage and freight authorized; notice of sale to be published; money arising therefrom to be deposited with Comptroller; notice of sale must be served on Comptroller.

§ 3. Every railroad or other transportation company incorporated under the laws of this or any other State, and doing business within this State, which shall have had unclaimed freight or baggage not perishable, in its possession for the period of at least one year, may proceed and sell the same at public auction, after giving notice to that effect in the State paper once a week for not less than four weeks, and for a like period in a newspaper other than the State paper published at the place designated for the sale, and also in one published in the city of New York (said notice shall contain, as near as practicable, a description of such freight or baggage, the place and time when left, together with the name of the owner of the freight, or person to whom consigned, if the same be known). All moneys arising from the sale of freight or baggage as aforesaid, after deducting therefrom charges and expenses for transportation, storage, advertising, commissions for selling the property, and the amount previously paid for the loss or non-delivery of freight or baggage, shall be deposited by the company making such sale, accompanied with a report thereof, and proofs of advertisement, with the Comptroller, for the benefit of the general fund of the State, and shall be held by him in trust for reclamation by the persons entitled, or who may become entitled, to receive the same. No sale as herein provided shall be valid unless a copy of the notice above specified shall be served upon the Comptroller for at least two weeks prior to the time designated for such sale. (*Thus amended, chap. 444, Laws 1884.*)

Disposition of unclaimed baggage and perishable freight.

§ 4. In case such unclaimed freight or baggage shall, in its nature, be perishable, then the same may be sold as soon as it can be, at the best terms that can be obtained.

CHAP. 198, LAWS OF 1876.

AN ACT to amend chapter 140 of the Laws of 1850, entitled "An act to authorize the formation of railroad corporations, and to regulate the same."

(Section 1 amends section 18 of the General Railroad Act.)

Notice when the land required forms part of street.

§ 2. Whenever any land required by a railroad company for the purposes of its road is contained in, or forms a part of any street or avenue in any city or village in which the owners of adjoining lands on the line of such street or avenue claim a right of property or the fee thereof, in such case the notice to be given of the application for the appointment of commissioners under the special proceedings under the act to acquire title to such land, as well as the notice of hearing before such commissioners, shall be served by the publication of the said notice twice each week, for three weeks, in at least two newspapers published in the county in which such city or village is located, to be designated by the court to which the said application is to be made.

(Chapter 395, Laws of 1879, authorizes elevated railroads to increase directors.)

CHAP. 53, LAWS OF 1853.

AN ACT to amend an act entitled "An act in relation to railroad corporations," passed February 13, 1851.

Appointment of commissioners amending section three of the act of 1851, by adding after the words "1848" the words "or an act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, etc.

SECTION 1. The third section is hereby amended by inserting after the word "1848" the words or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, so that said section as amended shall read as follows: Any railroad company which, prior to the passage of this act, has been duly formed under the act entitled "An act to authorize the formation of railroad corporations," passed March 27, 1848, or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad, proposed to be constructed in this State, shall be in good faith subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for its construction, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

CHAP. 300, LAWS OF 1837.

AN ACT relative to unclaimed trunks and baggage.

Description of same to be entered in a book.

SECTION 1. The proprietor or proprietors of the several lines of stages, and the proprietors of the several canal-boat lines, and the proprietors of the several steamboats, and the several incorporated railroad companies, and the keepers of the several inns and taverns within this State, who shall have any unclaimed trunks, boxes or baggage within his, their, or either of their custody, shall immediately enter the time the same was left, with a proper description thereof, in

a book to be by them provided and kept for that purpose. In case the name and residence of the owner shall be ascertained, it shall be the duty of such person who shall have any such property as above specified, to immediately notify the owner thereof by mail.

Description of property to be made and published in State paper.

§ 2. In case there shall not be any information obtained as to the owner, it shall be the duty of the person having the possession thereof, to make out a correct written description of all such property as shall have been unclaimed for thirty days, stating the time the same came into his possession, and forward said description to the editor of the State paper, whose duty it shall be, on the first Mondays of July, October, January and April, in each year, to publish the same in the State paper once a week for three weeks successively.

If not claimed for sixty days after said publication to be opened and examined and an inventory made; when to be sold at public auction upon what notice; disposition of proceeds.

§ 3. In case the said property shall remain unclaimed for sixty days after the said publication, it shall be the duty of the person or company having possession thereof, to apply to a magistrate of the town or city in which said property is retained, in whose presence and under whose direction said property shall be opened and examined, and an inventory thereof taken by said magistrate; and if the name and residence of the owner is ascertained by such examination, it shall be the duty of the magistrate forthwith to direct a notice thereof to such owner, by mail; and if said property shall remain unclaimed for three months after such examination, it shall be the further duty of the person or company having possession thereof to apply to a magistrate as aforesaid, and if said magistrate shall deem such property of sufficient value, he shall cause the same to be sold at public auction, giving six days' previous notice of the time and place of such sale; and from the proceeds of such sale he shall pay the charges and expenses legally incurred in respect to said property, or a ratable proportion thereof to each claimant, if insufficient for the payment of the whole amount; and the balance of the proceeds of such sale, if any, the said magistrate shall immediately pay to the overseers of the poor of said town or city, for the use of the poor thereof, and the said overseers shall make an entry of such amount, and the time of receiving the same, upon their official records, and it shall be subject, at any time within seven years thereafter, to be reclaimed by, and refunded to, the owner of such property, his heirs or assigns, on satisfactory proof of such ownership.

Expense; to be a lien on property.

§ 4. The person making the entry of unclaimed property as above specified shall be entitled to twelve and a half cents for each trunk, box, bale, package or bundle so entered, and shall have a lien on the property so entered until payment shall be made; and in case any additional expense shall be incurred for printing, the lien shall continue until payment shall be made for such additional expense.

Penalty.

§ 5. In case any person shall neglect or refuse to comply with the provisions of this act, he shall forfeit the sum of five dollars for each and every trunk, box or bundle of baggage so neglected as above specified, to the benefit of any person who shall sue for the same, in his own name, in an action of debt in any court having cognizance thereof.

CHAP. 779, LAWS OF 1868.

AN ACT in relation to mortgages executed by railroad companies.

Chattel mortgages.

SECTION 1. It shall not be necessary to file as a chattel mortgage, any mortgage

or shall hereafter be, executed by any railroad company upon real property, and which has been or shall be recorded as a mortgage in each county in or through which the railroad runs.

CHAP. 430, LAWS OF 1874.

to facilitate the reorganization of railroads sold under mortgage, providing for the formation of new companies in such

to become a body politic and corporate by making and filing cer-

in case the railroad and property connected therewith, and the rights, franchises of any corporation, except a street railroad company, the general railroad law of this State, or existing under any special or acts of the Legislature thereof, shall be sold under or pursuant to or decree of any court of competent jurisdiction made or given to execute or enforce the lien of any deed or deeds of trust, or mortgage executed by any such company, the purchasers of such railroad properties, and such persons as they may associate with themselves, their assigns, or a majority of them, may become a body politic and corporate, and may take, hold and possess the title and property included in such sale, shall have all the franchises, rights, powers, privileges and immunities possessed before such sale by the corporation whose property was sold as aforesaid, by and upon filing in the office of the Secretary of State, duly executed under their hands and seals and acknowledged or authorized to take the acknowledgment of deeds, in which certain persons shall describe, by name and reference to the act or acts of the Legislature of this State under which it was organized, the corporation whose franchises they shall have acquired as aforesaid, and also the court of record in which such sale shall have been made, giving the date of the decree thereof, authorizing or directing the same, together with a description of the property sold, and shall also set forth the following par-

organization.

of the new corporation intended to be formed by the filing of such

minimum amount of its capital stock and the number of shares into which it is to be divided, specifying how much of the same shall be common stock, how much preferred stock, and the classes thereof, and the rights pertaining to each class.

directors.

number of directors by whom the affairs of the said new corporation are to be managed, and the names and residences of the persons selected to act as directors for the first year after its organization.

agreements; effect of certificate, copy thereof, evidence; certificate of incorporation, and whole plan.

for agreement which may have been entered into pursuant to the provisions of this act, hereof.

the due execution of such certificate, and the filing of the same in the office of the Secretary of State, the persons executing such certificate, and who are named in the title to the property and franchises sold as aforesaid, and their successors and assigns, shall become and be a body politic and corporate, and the name specified in such certificate, and shall become and be vested with the title to exercise and enjoy all the rights, privileges and franchises,

which at the time of such sale belonged to or were vested in the corporation, which last owned the property so sold, or its receiver, and shall be subject to all the provisions, duties and liabilities imposed by the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and of the acts amendatory thereof, except so far as said provisions, duties and liabilities may be inconsistent herewith, and with the last-named rights, privileges or franchises; and a copy of the said certificate, certified by the Secretary of State or his deputy, shall be presumptive evidence of the due formation of the new corporation therein mentioned, provided always that a majority of said persons shall be citizens and residents of this State. In the certificate so to be filed shall be inserted the whole of the plan or agreement in the next section referred to. And such plan, agreement and articles may regulate voting by and on the part of the holders of the preferred and common stock of said company, and may also allow, provide for and regulate voting at and in said meetings, and also for directors, by and on the part of the holders and owners of any or all of the bonds of the company foreclosed, or of the bonds issued or to be issued and payable by the new company, pursuant to any such plan, agreement or articles; such right of voting by bondholders to be in such manner, for such period or periods, and upon such conditions as said articles may authorize and declare; but such articles shall contain suitable provisions for such bondholders voting by proxy. Said articles shall not be inconsistent with the constitution or laws of this State, and shall be binding upon the company until changed as therein provided for, or until otherwise provided by law. (*Thus amended, Laws 1876, chap. 446.*)

When new corporation may issue bonds and stock; when it may compromise, etc., debt of former company; preferences in dividends.

§ 2. In case the persons organizing, or whose duty it may be to organize, the new corporation to be formed as provided in the first section of this act, shall have acquired title to the railroad property and franchises which may have been sold as in said section mentioned, pursuant to any plan or agreement for or in anticipation of the readjustment of the respective interests therein of the mortgage creditors and stockholders of the company owning, or which last owned, such property and franchises at the time of any such sale, and for the representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, as provided for in said section, the said new corporation shall be authorized and shall have the power to issue its bonds and stock in conformity with the provisions of such plan or agreement; and the said new corporation may, at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former company, upon such terms as may be lawfully approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of reorganization aforesaid; and for the purposes of such plans and of such settlements, the said new corporation may and shall be authorized to establish preferences in respect to the payment of dividends in favor of any portion of its said capital stock, and to divide its said stock into classes; provided, nevertheless, that nothing herein contained shall be held to authorize the issue of capital stock by the said new company to any aggregate amount exceeding the maximum amount of such stock mentioned in the certificate of incorporation.

Sale of property.

1. And it shall be lawful for the Supreme Court to direct a sale of the whole of the property, rights and franchises covered by the mortgage or mortgages, or deeds of trust foreclosed at any one time and place to be named in the judgment or order, either in the case of the non-payment of interest only, or of both the principal and interest due and unpaid and secured by any mortgage or mortgages or deeds aforesaid.

No interference with receiver by sale or formation of new company.

2. Neither the said sale nor the formation of such corporation shall interfere with the authority or possession of any receiver of the property and franchises

shall remain liable to be removed or discharged at such time as the court may deem proper.

Receiver.

No proceeding shall be commenced against said receiver (unless for willful misconduct or fraud in his trust), except such as shall be commenced within the expiration of sixty days from the time of the discharge of said receiver, but it is further provided, that after the expiration of said sixty days, no proceeding shall be commenced against such company, and founded on any act or omission of said receiver (for which he may not as aforesaid be sued), and to the said receiver, but for this act, would be or remain liable, or to the said company, if such corporation would be, had it done or omitted the acts complained of against such receiver. (*Thus amended, Laws of 1876, chap. 446.*)

Company has the right to assent to plans of readjustment.

Any stockholder in any company, the franchises and property whereof are to be sold as aforesaid, shall have the right to assent to the plan of reorganization of interests pursuant to which such franchises and property have been purchased as aforesaid, at any time within six months after the organization of said new company, and by complying with the terms and conditions of such plan become entitled to his *pro rata* benefits therein according to the plan.

Commissioners of any city, etc., may assent to plan of reorganization; may take stock in exchange for stock of former company; may assign, etc., as may be directed by them.

There is hereby given to the railroad commissioners, corporate auditors or superintendents of any city, town or village, who may hold stock in the property and franchises whereof shall be liable to be sold, as provided in the first section of this act, to assent to any plan or agreement of reorganization which provides for the formation of a new company, in conformity with the plan and the issue of stock therein to the proper authorities or officials of any city or villages, in exchange for the stock of the old or former company, respectively held at par, subject to the foregoing provisions of this act. The railroad commissioners, corporate authorities or other proper officers may, in conformity with such plan, transfer or surrender the stock so held by them in the manner provided in such plan, and accept in lieu thereof the stock issued by said new company in conformity therewith.

CHAP. 505, LAWS OF 1879.

To facilitate the foreclosure of mortgages made by consolidated railroad companies of railroads lying partly within and partly without this State.

Mortgages made by consolidated railroads lying only partly in this State.

Whenever a railroad corporation, whose line of road lies partly in this State and partly in another State or States, which corporation shall have been authorized by the consolidation of a railroad corporation of this State with a corporation or corporations of another State or States, shall have executed a mortgage upon its entire line of railroad, and a sale of the entire line of railroad under such mortgage shall have been or may hereafter be ordered, adjudged or decreed by a court of competent jurisdiction of the State or States in which the line of such line of railroad may be situated, upon the confirmation of such court or decree, and of the sale made thereunder, by the Supreme Court of the State in the judicial district in which some part of such line of road lies, a sale shall operate to pass title to the purchaser of that part of the line of road lying in this State, together with its appurtenances and franchises,

with the same force and effect as if the judgment or decree under which such sale is had had been made by a court of competent jurisdiction of this State. Such judgment or decree and sale may be so confirmed in any action now pending, or that may hereafter be brought in the said Supreme Court, for the foreclosure of such mortgage or in aid of an action for that purpose pending in such other State, if it shall appear that such confirmation is for the interest of the public and of the parties, due and lawful provision being made for and in respect of any liens upon that part of the line of road or other property sold situate in this State, and for such costs, expenses and charges as may appear to be just and lawful. If a receiver of the entire line of such railroad shall have been, or may hereafter be, appointed by such court of competent jurisdiction of the State in which the greater part of the line of railroad is situated, such receiver may perform, within this State, the duties of his office not inconsistent with the laws of this State, and may sue and be sued in the courts of this State.

Powers of corporations of other States subject to certain duties and liabilities; proviso.

§ 2 A corporation created under the laws of the State in which the greater part of the line of such railroad may be situated, for the purpose of taking title to and operating the entire line of railroad so sold, as provided in the preceding section, with its franchises and appurtenances, the judgment, decree and sale having been duly confirmed and approved, as therein provided, may hold, possess and operate that part of the line of such railroad lying in this State, and shall have all the rights and franchises theretofore possessed by the corporation executing the mortgage under which such judgment or decree and sale was made, and such as now are or may hereafter be conferred upon railroad corporations organized under the laws of this State, and shall be subject to the duties and liabilities to which such corporation was by the laws of this State subject, and to such further or other duties and liabilities as are now or may hereafter be imposed by law upon railroad corporations of this State; provided that an exemplified copy of the charter, certificate of incorporation or articles of association under and by virtue of which such corporation is created, and of the judgment or decree under which said entire line of railroad was sold, and a certified copy of the order or judgment or decree of confirmation and approval required by the preceding section, shall be filed in the office of the Secretary of State for this State.

CHAP. 5, LAWS OF 1880.

AN ACT to authorize the president, treasurer and secretary of any railroad company to issue certificates of stock in certain cases, after a foreclosure and sale of the property and franchises of the corporation.

When president, etc., to issue certificates of stock.

SECTION 1. The president, treasurer and secretary of any railroad company organized under the laws of this State, or either of them, whose property and franchises have been sold under a foreclosure of any mortgage given to secure the payment of any bond or bonds issued by such company, are hereby authorized and required after such foreclosure and sale upon demand of any individual, or any duly authorized officers of any corporation, town, county or city, entitled thereto, to issue certificates of stock in said railroad company, provided, when any such individual or the proper officers of any corporation, county, town, or city duly authorized so to do have subscribed to the stock of such railroad company, and paid the amount of such subscription to the officers of such railroad company, either in money or bonds before the date of such foreclosure and sale, and a certificate of stock through the neglect of such railroad company or of any individual or the officers of any town, county, city or corporation has not been issued and delivered to said subscriber or the officers of any corporation, town, county or city for the amount of money or both so subscribed and paid.

Certificate.

Certificates of stock issued under the authority of the first section of this act shall have all the force and effect, and shall give the holder all the rights and benefits that pertain thereto as if said stock had been issued at the date and under the subscription thereto.

CHAP. 155, LAWS OF 1880.

to facilitate the carrying out of plans and agreements for the reorganization of railroads.

if insufficient, how company may increase same; State Engineer and Surveyor to approve.

1. Whenever the maximum amount of capital stock mentioned in the certificate of incorporation of any railroad or railway company on file in the office of the Secretary of State shall be insufficient to carry out any plan or agreement set forth in such certificate of incorporation, it shall be lawful for the directors, or a majority of the directors, of said company to file an additional certificate with the Secretary of State, which shall set forth the fact of such deficiency, and the additional amount of capital stock required to carry out the plan or agreement of reorganization, and thereupon, with the approval of the State Engineer and Surveyor, said company shall be authorized to issue such additional stock as fully as if the same had been mentioned or set forth in the original certificate of incorporation. Said additional certificate shall be filed in the office of the Secretary of State within two months after the passage of this act.

CHAP. 502, LAWS OF 1853.

to authorize stockholders of railroad and plankroad companies to make payments upon mortgages in process of foreclosure on such companies, and thereupon to become interested in said mortgages.

Payment of principal and interest of bonds.

1. Whenever default shall be made by any railroad or plankroad company in the payment of principal or interest of any bonds of such company, which are secured by a mortgage of the property of such company, it shall be lawful for any stockholder of said company, at any time during the process of foreclosure, to pay to the mortgagees named in such mortgage, for the use of the holder and holders of such bonds, such a proportion of the sum of the sum secured to be paid by the whole of the bonds secured by such mortgage as such stockholder's stock shall bear to the whole stock of said company so paying, such stockholder shall, to the extent of such payment, be interested in said mortgage and protected thereby.

Use of mortgage.

1. In case of the foreclosure of any mortgage given by any railroad or plankroad company to secure the payment of any bond of such company, any stockholder of such company shall, for the period of six months after the sale under foreclosure, have the right on paying to the purchaser or purchasers at or after such sale, or to the mortgagees named in such mortgage, for the use and benefit of said purchaser or purchasers, a sum equal to such proportion of the sum of the sum secured to be paid by the whole of the bonds secured by such mortgage as such stockholder's stock shall bear to the whole stock of said company, and the costs and expenses thereof, as such stockholder's stock shall bear to the whole capital stock of said company, and such stockholder shall be entitled to have the same relative amount of interest in said railroad or plankroad company and its road, franchises and property.

CHAP. 917, LAWS OF 1869.

AN ACT authorizing the consolidation of certain railroad companies.

Consolidation of railroad companies owning continuous lines.

SECTION 1. It shall and may be lawful for any railroad company or corporation organized under the laws of this State, or of this State and any other State, and operating a railroad or bridge, either wholly within, or partly within and partly without this State, to merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company or companies organized under the laws of this State or under the laws of this State and any other State, or under the laws of any other State or States whenever the railroads or branches, or any part of the railroad or branches of the companies or corporations so to be consolidated shall or may form a continuous or connected line of railroad with each other, or by means of any intervening railroad bridge or ferry. (*Thus amended, Laws of 1881, chap. 685.*)

Conditions.

§ 2. Said consolidation shall be made under the conditions, provisions and restrictions, and with the powers hereinafter in this act mentioned and contained, that is to say :

Directors may enter into joint agreement; amount of capital stock.

1. The directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization, and the consolidation of said companies or railroads. But in no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof. Nor shall any bonds or other evidences of debt be issued as a consideration for, or in connection with, such consolidation.

Agreement to be submitted to stockholders; vote to be by ballot; two-thirds vote required; certified copy evidence.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at a meeting thereof called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively, or send to them by mail when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town or county where such company has its principal office or place of business; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballot shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies, under the seal thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of State, and shall from thence be deemed and taken to be the agreement and act of consolidation of the said com-

a copy of the said agreement and act of consolidation duly certified by the Governor of the State, under his official seal, shall be evidence in all courts and in all proceedings of the existence of said new corporation, and that the foregoing provisions have been fully observed and complied with. (*Thus amended, Laws of 1894, c. 94.*)

to be taken as one, on filing of agreement of consolidation; rates upon the New York Central railroad; act not to apply to street rail-

the making and perfecting such agreement and act of consolidation are provided, and filing the same or a copy thereof in the office of the State as aforesaid, the said corporations, parties thereto, shall be taken to be one corporation by the name provided in said agreement. Such act of consolidation shall not release such new corporation from restrictions, disabilities or duties of the several corporations so consolidated. Nothing in this act contained shall allow any rate of fare for way passenger than two cents per mile, to be charged or taken over the track or at railroad, now known as the New York Central Railroad Company, of fare for way passengers over the track or tracks now operated by the New York Central Railroad Company shall continue to be two cents per mile, more, wherever it is now restricted to that rate of fare. But nothing contained shall apply to street railroads.

ation succeeds to rights, property, claims, franchises, etc., of roads consolidated.

the consummation of said act of consolidation as aforesaid, all and sundry rights, privileges, exemptions and franchises of each of said corporations to the same, and all the property, real, personal and mixed, and all on whatever account to either of said corporations, as well as all stocks and other things in action belonging to either of said corporations, then and deemed to be transferred to and vested in such new corporation by further act or deed; and all claims, demands, property, rights of any other interest, shall be as effectually the property of the new corporation were of the former corporations parties to the said agreement and title to all real estate, taken by deed or otherwise, under the laws of the State in either of such corporations, parties to said agreement and act, shall be deemed to revert or be in any way impaired by reason of this act, or by virtue thereof, but shall be vested in the new corporation by the act of consolidation.

editors, and liens not to be impaired; proviso as to existing suits, etc.; suits, how brought against new corporations.

rights of all creditors of, and all liens upon, the property of either of said corporations, parties to said agreement and act, shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to the same, and all debts and liabilities incurred by either of said corporations, except mortgages, shall thenceforth attach to such new corporation and be enforced against it and its property to the same extent as if the same debts or liabilities had been incurred or contracted by it. No suit or proceeding now pending before any court or tribunal, in which any of the said railroad companies is a party, shall be deemed to have abated or terminated by the agreement and act of consolidation as aforesaid, but the same shall be conducted in the name of the existing corporations to final judgment. Any corporation may be, by order of the court, on motion, substituted as defendant in any suit or proceeding brought against such new corporation in this State, for all causes of action, in the same manner as against the corporations therein.

of real and personal property of new corporation in this State.

real estate of such new corporation, situate within this State, shall be taxed in the several towns and cities where the same shall be situated

in like manner as the real estate of other railroad corporations is, or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation shall in like manner be assessed and taxed in this State, as the number of miles of its railroad situate in this State bears to the number of miles of its railroad situate in the other State or States.

Proviso as to rate of passenger fare; act not to apply to street railroads; contract of Buffalo and State Line railroad not to be impaired.

§ 7. Nothing in this act contained shall be so construed as to allow such consolidated company to charge a higher rate of fare per passenger per mile upon any part or portion of such consolidated line than is now allowed by law to be charged by each existing company respectively, nor shall this act apply to street railroads; and nothing in this act contained shall be so construed as to affect or impair in any way the validity of any contract now existing between the Buffalo and State Line Railroad Company and the New York and Erie Railroad Company.

General Railroad Act; how far to apply.

§ 8. All the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and of the several acts amendatory thereof or in addition thereto, shall be applicable to the new corporation so to be formed as aforesaid, so far as the same are now applicable to the railroad companies of this State which may be consolidated with any other company or companies by virtue of this act.

Parallel and competing lines not authorized to consolidate.

§ 9. No companies or corporations of this State whose railroads run on parallel or competing lines shall be authorized by this act to merge or consolidate.

CHAP. 256, LAWS OF 1875.

AN ACT relating to the consolidation of certain railroad companies.

Consolidation with Pennsylvania companies.

SECTION 1. Any railroad company organized under the laws of this State may merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any railroad company or companies organized under the laws of the State of Pennsylvania, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad.

Consolidation, how effected.

§ 2. Such consolidation shall be effected in the manner provided for by an act entitled "An act to authorize the consolidation of certain railroad companies," passed May 20, 1869, and also subject to the laws of the State of Pennsylvania.

Stock of municipal corporation, how represented.

§ 3. At any meeting of the stockholders of any such company or corporation to consider any agreement or proposition to consolidate, the commissioners or other officer of any municipal corporation holding or having charge of any of the capital stock of such railroad company or corporation shall represent such municipal corporation, and may act and vote in person or by proxy on all matters relating to such consolidation in the same manner as individual stockholders.

CHAP. 685, LAWS OF 1881.

AN ACT to amend chapter 917 of the Laws of 1869, entitled "An act authorizing the consolidation of certain railroad companies."

When lawful for railroad companies to merge and consolidate.

SECTION 1. Section one of chapter 917 of the Laws of 1869, entitled "An act

the consolidation of certain railroad companies," is hereby amended as follows:

and may be lawful for any railroad company or corporation organized under the laws of this State, or of this State and any other State, and operating on or bridge, either wholly within or partly within and partly without the State, to merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company or corporation organized under the laws of this State or under the laws of this State or any other State, or under the laws of any other State or States whenever the branches, or any part of the railroad or branches of the companies or corporations so to be consolidated shall or may form a continuous or connected line with each other, or by means of any intervening railroad bridge.

§ 15, Laws of 1880, authorizing extension of road so as to cross Hudson river by bridge outside of New York and Kings, is omitted.)

CHAP. 606, LAWS OF 1875.

to further to provide for the construction and operation of a steam railway or railways in counties of the State.

for railway commissioners; appointment of; railways in cities.

§ 1. Whenever it shall appear, by the application of fifty reputable persons and tax payers of any county in this State, verified upon oath before the Supreme Court, that there is need in such county of a steam railway for the transportation of passengers, mails or freight, the board of supervisors of said county may, within thirty days after presentation to them of such application, duly verified as aforesaid, appoint five commissioners, who shall be residents of the said county, and who shall have full power and authority to do and provide all that they are hereinafter directed to do and provide, and a copy of whose appointment, signed by the chairman and clerk of such board, shall be filed in the office of the Secretary of State, and a duplicate thereof in the office of the clerk of such county. But whenever any such proposed railway shall be wholly within the limits of any city in the State, then such application shall be made only to the mayor of said city, and such mayor shall appoint such commissioners as aforesaid.

Commissioners to take oath and give bond.

§ 2. Within ten days after their appointment, each of said commissioners shall subscribe an oath faithfully to perform the duties of his office, the said oath to be filed in the office of the Secretary of State, and a duplicate thereof in the office of the clerk of such county, and shall give a bond to the people of the State of New York in the penal sum of \$25,000, conditioned for the faithful performance of the duties required by this act, which bond shall have two or more sureties, to be approved by a justice of the department of the Supreme Court of the State of New York, and shall be filed in said clerk's office before said commissioners shall assume or perform any of the duties of his office.

Organization of commissioners.

§ 3. Within fifteen days after their appointment, the said commissioners shall meet at a convenient place in such county, and organize themselves as a board of railway commissioners.

Commissioners to determine upon the necessity of railroads; exception; proviso.

§ 4. The said commissioners shall, within thirty days after such organization, determine the necessity of such steam railway or railways, and if they find such a steam railway to be necessary in such county, they shall, within sixty days after such organization, fix and determine the route or routes for such steam railway, and the said commissioners shall have the exclusive power to

locate the route or routes of such railway or railways over, under, through or across the streets, avenues, places or lands in such county, except Broadway and Fifth avenue below Fifty-ninth street, Fourth avenue and Forty-second street, in the city of New York, and except over, under, through or across those portions of Grand, Classon and Franklin avenues and Downing street, in the city of Brooklyn, lying between the southerly line of Lexington avenue and the northerly line of Atlantic avenue, and over, under, through or across that portion of Classon avenue, in said city, lying between the northerly line of Lexington avenue and the southerly line of Park avenue, and over, under, through or across that portion of Washington avenue in said city lying between Park and Atlantic avenues, and except over, under, through or across De Bevoise place, Irving place and Leffert's place in said city of Brooklyn; and except such portions of streets and avenues as are already legally authorized for or occupied by an elevated or underground railway, and except such as are contained in public parks or occupied by buildings belonging to such county, or to this State, or to the United States, and except that portion of the city of Buffalo lying between Michigan and Main streets; and to provide for the connection or junction with any other railway or bridge, provided that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having control of that portion of a street or highway upon which it is proposed to construct or operate such railway or railways be first obtained, or in case the consent of such property owners cannot be obtained, that the determination of three commissioners appointed by the General Term of the Supreme Court in the district of the proposed construction, given after a due hearing of all parties interested, and confirmed by the court, that such railway or railways ought to be constructed or operated, be taken in lieu of the consent of such property owners. But nothing herein contained shall prevent the construction of an elevated railway across such excepted streets, places and avenues in the city of Brooklyn at their intersection only with other streets, places and avenues. (*Thus amended, Laws of 1881, chap. 485.*)

Plans of construction.

§ 5. The said commissioners having, by such public notice as they may deem most proper and effective, under such conditions and with such inducements as to them may seem most expedient, invited the submission of plans for the construction and operation of such railway or railways, the said commissioners shall meet at a place and upon a day in such public notice named, not more than ninety days after their organization and decide upon the plan or plans for the construction of such railway or railways with the necessary supports, turnouts, switches, sidings,* connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, or other requisite appliances upon the route or routes, and in the locations determined by them.

Commissioners to determine when railway to be built; rates of fare; appraisal of damages; before corporation enters upon street certain moneys to be deposited; additional deposit required; proviso.

§ 6. The said commissioners shall, within the like period of ninety days after their organization, fix and determine the time within which such railway or railways, or portions of the same, shall be constructed and ready for operation, together with the maximum rates to be paid for transportation and conveyance over such railway or railways, and the hours during which special cars or trains shall be run at reduced rates of fares. The said commissioners shall also, within the like period of ninety days after their organization, fix and determine the amount of the capital stock of the company to be formed for the purpose of constructing, maintaining and operating such railway or railways for public use in the conveyance of persons and property, the number of shares into which such capital stock shall be divided, and the percentage thereof to be paid in cash on subscribing for such shares. *The said commissioners shall also, within one hundred and ten days after their organization, ascertain and determine the aggregate pecuniary damage arising from the diminution in value of the property bounded on that portion of such street or streets, highway or highways, upon which it is proposed

* The following part of section 6 is not applicable to the counties of New York and Westchester. § 5, chap. 393, Laws of 1882.

and operate such railway or railways, to be caused by the construction and operation thereof. For the purpose of ascertaining such pecuniary damage the said commissioners shall view the several parcels bounded as aforesaid, and shall appraise separately the pecuniary damage from the diminution in value of each parcel thereof to be caused and for the purposes of such appraisal they shall give notice of the time when and where they will meet to hear the owners, or persons owning the said several parcels of real estate bounded as aforesaid, which notice shall be published for at least ten days consecutively in at least two newspapers in the county where such railway is to be constructed, and in their discretion take testimony upon the probable diminution in value of such parcels to be caused as aforesaid, and the aggregate sum of the damages appraised and determined by said commissioners shall be the aggregate pecuniary damage required to be ascertained and determined by said commissioners provided. And no corporation which shall hereafter be organized under the laws of this state to enter upon any street, highway or lane of any city or county of this state shall be deemed to have come vested, either directly or indirectly, whether by implication or otherwise, with any right, privilege or franchise in any street, highway or lane of any city or county of this state until it shall first have deposited with some trust company, to be named by the mayor of the city within which it is proposed to construct the railway, or with the board of supervisors, when the road does not lie wholly within the limits of a city, a sum of money equal to the amount so ascertained and determined as the aggregate pecuniary damage to be sustained by the property owners bounded as aforesaid, or shall have secured the payment of such amount by depositing with the said trust company negotiable securities, equivalent at their market value to the aggregate amount aforesaid, and approved either by the treasurer of the county, or in case the said commissioners shall have been appointed by the board of supervisors of a city, then by the said mayor. And the said corporation shall at the same time deposit with the said trust company, or with the county treasurer, a sum of \$5,000 in cash, for the payment of the expense of appraising and distributing the aforesaid fund; and unless such moneys or securities shall be deposited by such corporation within one year after it shall be organized, or within the time fixed by the local authorities, and of the property owners, or within the time fixed by the general term of the Supreme Court of the determination of the said commissioners, appointed by said court, as required by the fourth section of this act, and in the case of a company heretofore organized within one year after its organization have obtained the confirmation by the general term of the Supreme Court of the report of three commissioners appointed by said court, in lieu of the report of the property owners or within one year after the commissioners appointed by said court have ascertained and determined the aggregate pecuniary damages as provided in this act, and all have made their report, then and in such case the said corporation shall be deemed not to have accepted the franchises duly granted. And notwithstanding, however, that in all cases where the said commissioners shall fix and determine different periods of time within which different sections of said railway shall be constructed and ready for operation, they shall ascertain, determine and fix the aggregate pecuniary damage to property bounded upon that section of street or streets upon which each of such sections is located; and the said corporation shall deposit by said corporation as above provided of moneys or securities the aggregate pecuniary damage to be sustained by any one of such sections of said railway, said corporation shall immediately be vested with the right and privilege to construct its railway through such section. (So amended, chap. 393.)

Association, proviso as to forfeiture.

The said commissioners shall prepare appropriate articles of association in conformity with any in the last section mentioned, in which said articles of association shall be set forth and embodied, as component parts thereof, the several requirements and particulars by said commissioners determined pursuant to sections 4, 5 and 6 of this act, and which further shall provide for the forfeiture to the supervisors of the county of all rights and franchises granted by such corporation in case such railway or railways shall not be constructed within the time and upon the conditions therein provided; and the

said commissioners shall thereupon, and within one hundred and twenty days after their organization as aforesaid, cause a suitable book of subscription to the capital stock of such company to be opened, pursuant to due public notice, at a banking office in such county.

*Provided, however, that a failure by any corporation heretofore or hereafter organized under this act to complete its railway within the time limited in and by its articles of association shall work a forfeiture of the franchises of such corporation only with respect to that portion of its route which such corporation shall have failed to complete, and shall not affect the rights and franchises of such corporation to construct and operate such part of its railway which it shall have completed within the term prescribed by its articles of association, or as to which the time for completion shall not have expired, any thing contained in the articles of association of such corporation to the contrary hereof in any wise notwithstanding. (*Thus amended by Laws of 1882, chap. 393.*)

Organization.

§ 8. Whenever the whole capital stock of such company, or an amount of such capital stock proportioned to the part of such railway or railways directed by said commissioners to be first constructed, shall have been subscribed by not less than twenty-five persons, and the fixed percentage of such subscriptions shall have been paid in cash, the said commissioners shall, by written or printed notice of ten days, served personally, or by mail, call a meeting of such subscribers for organization. At such meeting, or at any subsequent one to which the same may be adjourned, a majority in number and amount of said subscribers may elect persons, of a number to be theretofore determined by said commissioners, who shall be directors for one year of the corporation formed for the purpose of constructing and operating said railway or railways.

Commissioners to deliver certificate; affidavit of directors; filing of certificate; corporation, when perfected.

§ 9. Within ten days after the election of said directors, said commissioners shall deliver to said directors a certificate in duplicate, verified by the oath of three commissioners before a justice of the Supreme Court, setting forth the said articles of association and the organization of the company for the purposes in this act mentioned and provided for; and within five days after the reception by them of such certificate, three of the directors so elected shall make affidavit, in duplicate, that the full amount of stock has been subscribed in good faith, and the prescribed percentage paid in cash thereon, and that it is intended, in good faith, to construct, maintain and operate the railway or railways in such articles of association mentioned, and the said directors shall file said certificates and articles in the office of the Secretary of State, and a duplicate of the same in the office of the clerk of the county wherein such railway or railways shall be located, and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the duties and restrictions of corporations. A copy of such certificate and affidavit, certified to be a copy by the Secretary of this State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

Directors' books, when to be exhibited.

§ 10. Said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. Every corporation formed under this act shall be subject to the regulations concerning the election of directors of moneyed corporations, contained in article second of the second title of the eighteenth chapter of the first part of the Revised Statutes. The inspectors of the first election of

* The following proviso is not applicable to the counties of New York and Westchester. § 5, chap. 393, Laws of 1882.

directors shall be appointed by the commissioners. No person shall be a director unless he shall be a stockholder owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

Payment of subscriptions to stock.

§ 11. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, postage prepaid, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock, and all previous payments thereon, will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

Liability of stockholder, laborers and servants, other than contractors; when suit to be brought.

§ 12. Each stockholder of any company formed under this act shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company, and all the stockholders of any such company shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services for thirty days' service performed for such company, but shall not be liable to an action therefor before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such executions shall be the amount recoverable, with costs against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold with himself.

Stock deemed personal estate; how and when transferable.

§ 13. The stock of every company formed under this act shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in.

Increase of capital stock.

§ 14. In case the capital stock of any company formed under this act is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time to any amount required for the purposes aforesaid.

*So in original.

Such increase must be sanctioned by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of such stockholders, called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him at the post-office nearest his usual place of residence, in the post-office, postage prepaid, at least twenty days prior to such meeting. Such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting must be entered on the minutes of the proceedings of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

Stock held in trust.

§ 15. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee shall be liable in like manner, and to the same extent, as the testator or intestate or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

Liability to laborers.

§ 16. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and the time when the same was performed for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer or his attorney; and shall be served on an engineer, agent or superintendent employed by such company having charge of the section of the road on which such labor was performed personally, or by leaving the same at the office or usual place of business of such engineer, agent or superintendent with some person of suitable age. But no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided.

Real estate.

§ 17. Every such corporation shall have the right to acquire and hold such real estate, or interest therein, as may be necessary to enable them to construct, maintain and operate the said railway or railways, and such as may be necessary for stations, depots, engine-houses, car-houses and machine shops; and, in case any such corporation cannot agree with the owner or owners of any such real estate, or of any interest therein, it shall have the right to acquire title to the same in the manner and by the special proceedings prescribed in this act.

Title, how acquired; petition what to contain; how and when served.

§ 18. For the purpose of acquiring such title, the said company may present a petition praying for the appointment of commissioners of appraisal to the Supreme Court, at any general or special term thereof, held in the judicial district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a

description of the real estate which the company seeks to acquire ; and it must, in effect, state that the company is duly incorporated, and that it is the intention of the company, in good faith, to construct and finish a railroad from and to the places named for that purpose in its articles of association ; that the whole capital stock of the company has been, in good faith, subscribed as required by this act ; that the land described in the petition is required for the purpose of constructing or operating the proposed road ; and that the company has not been able to acquire title thereto, and the reason of such inability. The petition must also state the names and places of residence of the parties, so far as the same can, by reasonable diligence, be ascertained, who own or have, or claim to own or have, estates or interests in the said real estate ; and, if any such persons are infants, their ages, as near as may be, must be stated ; and if any of such persons are idiots or persons of unsound mind, or are unknown, that fact must be stated together with such other allegations and statements of liens or incumbrances on said real estate as the company may see fit to make. A copy of such petition, with a notice of the time and place the same will be presented to the Supreme Court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to the said court.

Commissioners to be appointed.

§ 19. On presenting such petition to the Supreme Court as aforesaid, with proof of service of a copy thereof, and notice as aforesaid, all persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of five disinterested and competent persons, who reside in the county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of such commissioners.

Proceedings of commissioners.

§ 20. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas, administer oaths to witnesses, and any three of them may adjourn the proceedings before them from time to time in their discretion. Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties who are to be affected by their proceedings, or their attorney or agent. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony, if any is taken by them, to writing ; and after the testimony is closed in each case, and without any unnecessary delay, and before proceeding to the examination of any other claim, a majority of them, all being present and acting, shall ascertain and determine the compensation which ought justly to be made by the company to the party or parties owning or interested in the real estate appraised by them ; and in determining the amount of such compensation, they shall not make an allowance or deduction on account of any real or supposed benefits which the party in interest may derive from the construction of the proposed railroad. They, or a majority of them, shall also determine and certify what sum ought to be paid to a general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interest of any unknown owner or party in interest not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. They shall make a report to the Supreme Court, signed by them, or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to \$3 for their expenses and services for each day they are engaged in the performance of their duties, to be paid by the company.

Confirmation of report : proceedings thereon.

§ 21. On such report being made by said commissioners, the company shall give notice to the parties, or their attorneys, to be affected by the proceedings, according to the rules and practice of said court, at a general or special term thereof, for the confirmation of such report ; and the court shall thereupon confirm such report, and shall make an order containing a recital of the substance of the proceedings in the matter of the appraisal, and a description of the real estate appraised for which compensation is to be made ; and shall also direct to whom the money is to be paid, or in what bank, and in what manner it shall be deposited by the company.

Order to be recorded ; company to have title on payment of award, etc. ; appeals.

§ 22. A certified copy of the order so to be made, as aforesaid, shall be recorded at full length in the clerk's office of the county in which the land described in it is situated ; and thereupon, and on the payment or deposit by the company of the sums to be paid as compensation for the land, and for costs, expenses, and counsel fees as aforesaid, and as directed by said order, with interest from the date thereof, the company shall be entitled to enter upon, take possession of and use the said land for the purpose of its incorporation, during the continuance of its corporate existence, by virtue of this or any other act ; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate, and interest in such real estate, during the corporate existence of the company as aforesaid. If the company shall neglect to have such order recorded, and to make the payment or deposit as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may, at his election, cause a certified copy of the said order to be recorded as aforesaid, and thereupon the moneys therein directed to be paid, with interest thereon from the date of said order, shall be a debt against the company, and the same shall be a lien on such real estate, and may be enforced and collected by action at law or in equity in the Supreme Court, with costs. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in the twenty-first section of this act, either party may appeal, by notice in writing to the other, to the Supreme Court, from the appraisal and report of the commissioners. Such appeal shall be heard by the Supreme Court, at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal, the court may direct a new appraisal, before the same or new commissioners, in its discretion ; the second report shall be final and conclusive on all the parties interested. If the amount of compensation to be made by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct ; and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid ; and judgment therefor may be rendered by the court, on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised ; and when the same is made by others than the company, it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

Proceedings where there are conflicting claimants.

§ 23. If there are adverse and conflicting claimants to the money or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid ; and may, in its discretion, order a reference to ascertain the facts on which such determination and order are to be made. The court shall appoint some competent attorney to appear for, and protect the rights of any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an

ent. The court shall also have power at any time to amend any defect in any of the special proceedings authorized by this act, as to any party; or to cause new parties to be added, and to direct such further proceedings as it may deem proper; and also to appoint commissioners in place of any who shall die, or refuse, or neglect to be capable of serving.

defective.

any time after an attempt to acquire title by appraisal of damages or shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title, in the same manner as if no appraisal had been made; and at any stage of such new proceedings the court may authorize the corporation, if in possession, to continue in possession, if not in possession, to take possession, and use such real estate pending and until the final conclusion of such new proceedings; and the court may order proceedings against the company on account thereof, on the company paying into court a sufficient sum, or giving security, as the court may require, to pay the compensation therefor when finally ascertained; and in the meantime the party interested in such real estate may conduct the proceedings, if the company delays or omits to prosecute the same.

real estate is vested in trustee.

any title or interest in real estate required by any company formed for the purpose of its incorporation, shall be vested in any trustee to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the Supreme Court shall have power, by a summary proceeding, to authorize and empower such trustee, or the general committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as the court may deem just; and in case any such infant, idiot, or person of unsound mind, or general guardian or committee, the said court may appoint a special trustee for the purpose of making such sale, release or conveyance, and to give such security from such general or special guardian or committee as the court may deem proper. But before any conveyance or release authorized by this act shall be executed, the terms on which the same is to be executed, shall be approved by the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the same, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to convey the same.

corporation formed under this act shall have power:

to hold such voluntary grants of real estate and other property as may be granted to it, to aid in the construction, maintenance and accommodation of the railroad; and the real estate received by voluntary grant shall be held and used for the purposes of such grant only.

to use, hold and use all such real estate and other property as may be granted to it, for the construction and maintenance of its railroad, and the stations and accommodations necessary to accomplish the objects of its incorporation; and the real estate so contained shall be held as repealing, or in any way affecting any act authorizing the construction of railroads upon Indian lands, passed May 12, 1836.

to intersect, join and unite its railroad with any other railroad before or after its completion, at any point on its route, and upon the grounds of such other railroad to construct the necessary turnouts, sidings and switches, and other conveniences for the objects of its connections. And every company whose railroad shall hereafter intersected by any new railroad, shall unite with the new railroad in forming such intersections and connections, and the parties aforesaid; and if the two corporations cannot agree upon the

amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners to be appointed by the court, as is provided in this act in respect to acquiring title to real estate.

4. To take and convey persons and property on their railroad by the power or force of steam, or by any motor other than animal power, and to receive compensation therefor.

5. To enter upon and underneath the several streets, avenues, public places and lands designated by the said commissioners, and enter into and upon the soil of the same; to construct, maintain, operate and use, in accordance with the plan adopted by said commissioners, a railway or railways upon the route or routes and to the points decided upon, and to secure the necessary foundations and erect the columns, piers and other structures which may be required to secure safety and stability in the construction and maintenance of the railways constructed upon the plan adopted by the said commissioners and for operating the same; except that nothing in this act shall authorize the construction of a railway crossing the track of any steam railway now in actual operation at the grade thereof, or the erection of piers or supports for any elevated railway upon a railway track now actually in use in any street or avenue; and it shall be lawful to make such excavations and openings along the route through which such railway or railways shall be constructed as shall be necessary from time to time; in all cases the surface of said streets around such foundations, piers and columns shall be restored to the condition in which they were before such excavations were made, as near as may be, and shall avoid any interference with or change in the water-mains, or in the sewers or lamp-posts, except such changes as may be made with the concurrence of the proper department or authority; and in all cases the use of the streets, avenues, places and lands designated by the said commissioners, and the right of way through the same, for the purpose of a railway or railways, as herein authorized and provided, shall be considered, and is hereby declared, to be a public use, consistent with the uses for which the roads, streets, avenues and public places are publicly held; but no such corporation shall have the right to acquire the use or occupancy of public parks or squares in such county, or the use or occupancy of any of the streets or avenues, except such as may have been designated for the route or routes of such railway, and except such temporary privileges as the proper authorities may grant to such corporations to facilitate such construction.

6. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of said company, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt.

Employees to wear badge; effect of not wearing badge.

§ 27. Every conductor, baggage-master, engineer, brakeman or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant, without such badge, shall have authority to meddle or interfere with any passenger, his baggage or property.

To convey mails.

§ 28. Any such corporation shall, when applied to by the Postmaster-General, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it

al for the Governor of this State to appoint three commissioners, a majority of them, after fifteen days' notice in writing of the time and place to the corporation, shall determine and fix the prices, terms and conditions; but such price shall not be less for carrying said mails in passenger trains than the amount which such corporation would receive on a like weight of merchandise transported in their merchandise cars for compensation for the post-office car. And in case the Postmaster requires the mail to be carried at other hours, or at a higher speed than passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear of the service to be fixed as aforesaid.

Passengers.

If a passenger shall refuse to pay his fare, it shall be lawful for the corporation and the servants of the corporation to put him and his baggage on any such car, using no unnecessary force, at any usual stopping-place, or at a stopping-house, as the conductor shall elect, on stopping the train.

At regular times, and to furnish sufficient accommodation.

Such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property, as shall, within a reasonable time previous thereto, be required for transportation at the place of starting and the junctions of other railroads, and at usual stopping places established for receiving and discharging way freight for that train; and shall take, transport and discharge passengers and property at, from and to such places, on the due payment of fare legally authorized therefor; and shall be liable to the party injured in action for damages, for any neglect or refusal in the premises.

Of employees.

Any person shall, while in charge of a locomotive engine running upon any such corporation, or while acting as the conductor of a car or on any such railroad, be intoxicated, he shall be deemed guilty of a

To property.

Any person or persons shall willfully do, or cause to be done, any acts which, whereby any building, construction or work of any railroad, or any engine, machine or structure, or any matter or thing appertaining thereto, shall be stopped, obstructed, impaired, weakened, injured or damaged, or any person or persons so offending shall be guilty of a misdemeanor, and shall be liable to the said corporation treble the amount of damages sustained by means of such offense.

Not recovered.

Any damages imposed by this act may be sued for in the name of the State of New York; and if such penalty be for a sum not exceeding \$100, such suit may be brought before a justice of the peace, and may be served by a summons on any director of such company.

May dissolve company.

The legislature may, at any time, annul or dissolve any incorporation made by this act; but such dissolution shall not take away or impair any liability against any such corporation, its stockholders or officers for any damages which shall have been previously incurred.

Does not cross horse railroad track.

Whenever the route selected by the said commissioners for the construc-

tion of said railway shall intersect, cross or coincide with any horse railway track occupying the surface of said streets or avenues, the said railway corporation is hereby authorized to remove, for the purpose of constructing the said work, the tracks of said horse railways; but the same shall be done in such manner as to interfere as little as possible with their practical operation or working, and upon the construction of said railway, where such removals or changes have been made, the same shall be restored, as near as may be, to the condition in which they were previous to the construction of said railroad. All such removals and restorations shall be made at the proper cost and charges of the said corporation. Nothing contained in this act shall authorize any corporation formed thereunder to use the tracks of any horse railway.

Where route coincides with another route; elevated railways.

§ 36. Whenever the route or routes determined upon by said commissioners coincide with the route or routes covered by the charter of an existing corporation formed for the purpose provided for by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof, requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways, upon fulfillment of the requirements and conditions imposed by said commissioners as a corporation specially formed under this act; and the said commissioners may fix and determine the route or routes by which any elevated steam railway or railways now in actual operation may connect with other steam railways or the depots thereof, or with steam ferries; upon fulfillment by such elevated steam railway company, so far as it relates to such connection, of such of the requirements and conditions imposed by said commissioners under section 4 of this act, as are necessary to be fulfilled in such cases, under section 18 of article 3 of the Constitution of this State, and such connecting elevated railway shall in such case possess all the powers conferred by section 26 of this act, and when any connecting route or routes shall be so designated, such elevated railway company may construct such connection, with all the rights, and with like effect, as though the same had been a part of the original route of such railway.

Commissioners to transfer plans, etc., to corporation.

§ 37. Within one month after such corporation shall have been formed and organized in the manner hereinbefore provided, the said commissioners shall transfer and deliver to the said corporation all plans, specifications, drawings, maps, books and papers in their possession. And the said commissioners shall, within the like period of one month after the organization of such corporation, cause to be paid to the treasurer thereof all money collected under the provisions of this act after deducting therefrom the necessary expenses incurred by said commissioners and the amounts due or to accrue to them for their salaries.

Pay of commissioners.

§ 38. Each of said commissioners shall be paid for his services at the rate of \$10 per day for each day of actual service as such commissioner, to be paid by such corporation; but if a sufficient amount of capital stock shall not be subscribed within one year after the appointment of such commissioners to authorize the formation of such corporation, the said commissioner shall receive no salary, and shall cause to be returned to the subscribers for said stock the amounts paid in by them, after deducting therefrom the necessary expenses incurred by said commissioners; provided, however, that the time, if any, unavoidably consumed by the pendency of legal proceedings shall not be deemed a part of any period of time limited in this act.

Commissioners; relating to.

§ 39. A majority of the said commissioners shall be deemed and considered sufficient for the transaction of any business, or for the exercise of any of the duties, powers or functions hereby conferred or enjoined upon them. Any of said com-

may be removed for cause at any time by the power appointing him, the commissioner shall be removed without due notice and an opportunity of defense; and no commissioner thus removed shall be again appointed office of commissioner. In case of the death, resignation or removal of any of the said commissioners, the vacancy shall be filled within six months from such death, resignation or removal by the power appointing him, and the terms of such appointment shall be filed as aforesaid. And the terms of the said commissioners shall determine and expire with the performance of their functions as herein prescribed.

of act.

This act shall not be construed to repeal or in any manner to affect chapter 10 of the Laws of 1850, entitled "An act to authorize the formation of railroads, and to regulate the same," or the several acts amendatory or supplementary thereto. None of the provisions of this act shall apply to any company organized under any general or special law of this State, or to the construction or operation of a steam railroad upon the surface of the ground, or to the operation or management of any such railroad heretofore

provisions.

It shall not be lawful for any company organized under the provisions of any other act heretofore passed, to construct a steam railway or to lay down any other track, in the city of New York, or those streets or avenues in the city of New York known as boulevards, except to cross the same, under such conditions as shall be imposed by the commissioners provided for by this act, and any company shall be bound by the restrictions and limitations, as to its mode of construction, which shall be established by the commissioners appointed under the acts from which its powers were derived, as far as such restrictions and limitations are consistent with the provisions of this act. The provisions of this section shall not be deemed to apply to any existing horse railway heretofore authorized to be constructed.

for the apportionment of damages.

At any time not less than two years nor more than three years after the completion and operation of said railway or railways, any owner of, or party having an interest in any of the property bounded upon by any street or highway upon which such railway shall have been constructed, may petition the Supreme Court at any general term thereof, held in the district in which such railway shall be located, for the appointment of commissioners to apportion among the persons entitled thereto, under the provisions of this act, the moneys deposited or secured for the payment of pecuniary damages by the sixth section thereof. Such petition shall be signed and verified by the petitioner, to the rules and practice of such court, and shall contain a description of the property of such petitioner, together with a statement in detail of the damages which he may claim to have sustained. Upon the presentation of such petition, the court shall make an order for the service of the same, and of notice of the place of an application thereupon for the appointment of commissioners, and the publication of such petition and notice in not less than two newspapers published in the county in which the said railway is located, and not less than one week for at least three months from the date of the first publication. (Added by Laws of 1882, chap. 393.)

At the time and place named in the said notice so published as above provided, after hearing all parties appearing pursuant to such notice, the said court shall make an order for the appointment of three disinterested and competent persons, who shall be residents and freeholders in the county in which said railway is located, as commissioners to apportion among the persons entitled thereto, under the provisions of this act, the amount deposited as required by the sixth section thereof. (Added by Laws of 1882, chap. 393.)

Sections 51 to 55 inclusive, are not applicable to the counties of New York and Westchester. Chap. 393, Laws of 1882.

Ibid.

§ 44. The said commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas and administer oaths to witnesses; any two of them may adjourn the proceedings before them from time to time in their discretion. Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause notice of such meeting to be given to all parties who have appeared in the proceedings in such manner as the court shall direct. They shall view the property bounded upon that portion of any street or highway upon which said railway is located, and hear the proofs and allegations of the persons owning, or having or claiming to have an interest therein, and of the railway company, and reduce the testimony, if any is taken by them, to writing; and after the testimony is closed, all being present and acting, shall ascertain and determine what amount of the money deposited or secured, as above provided, ought justly to be paid to each owner or person interested in said property, or any parcel thereof as compensation for any diminution in value thereof caused by the construction, maintenance and operation of said railway; and in determining such amounts respectively, they shall make allowances for any benefit which shall have accrued, or may thereafter accrue, to said property, or any parcel thereof, by reason of the construction and operation of said railway. The sum of all the amounts so awarded shall not exceed the amount deposited or secured by said railway company as above provided. The said commissioners shall make a report to the Supreme Court, signed by them, or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to \$5 per day for each day they are engaged in the performance of their duties. The fees of said commissioners, together with their reasonable expenses, approved by a justice of the Supreme Court, upon notice to the said railway company, shall be paid out of the moneys deposited with the county treasurer or trust company for such purpose as above provided in the sixth section hereof, and any balance of said moneys so deposited for such purpose shall thereupon be paid over to said railway company. No costs shall be allowed in the proceedings before said commissioners. (*Added by Laws of 1882, chap. 393.*)

Ibid.

§ 45. On such report being made by such commissioners, the petitioner, or any party who shall have appeared in the proceedings, may give notice to the other parties who have appeared according to the rules and practice of said court, at a special term thereof, for the confirmation of such report, and the court shall thereupon confirm such report, and shall make an order containing a recital of the substance of the proceedings, and shall also direct to whom the money is to be paid. (*Added by Laws of 1882, chap. 393.*)

Ibid.

§ 46. Upon the expiration of thirty days after the entry of said order of confirmation, and upon the presentation of a certified copy thereof, the county treasurer or trust company shall pay the sums awarded by such order to the persons entitled thereto under the provision of said order. Within twenty days after the entry of said order confirming the report of the commissioners and service thereof upon all parties who have appeared, any party may appeal, by notice in writing served upon all who have appeared, and upon the county clerk and county treasurer, to the general term of the Supreme Court from the said order of confirmation; and service of such notice upon the county treasurer or trust company shall stay all payments by him or it until the further order of the court. Such appeal shall be heard by the Supreme Court at any general term thereof, on notice thereof being given according to the rules and practice of said court. On the hearing of such appeal the court may affirm the order so appealed from, or may reverse the same and direct a new apportionment before the same or new commissioners, in its discretion; and in case a new apportionment shall be directed, the second report shall be final and conclusive upon all parties interested. (*Added by Laws of 1882, chap. 393.*)

surer or trust company to retain award in certain cases.

se any award shall have been made by said commissioners for diminution of any property, the owners of or persons interested in which shall not be in said proceedings, the amount of such award shall be retained by the treasurer or trust company, subject to such order as the court may make. (*Added by Laws of 1882, chap. 393.*)

award over amount deposited to be repaid to corporation.

se the aggregate amount awarded to the several owners and persons shall be less than the amount deposited with the county treasurer or by as aforesaid, the excess of such amount shall be repaid to the corporation; the same, such repayment not to be made until thirty days after the confirmation of the report of the commissioners of apportionment. (*Laws of 1882, chap. 393.*)

where negotiable securities are deposited in lieu of money.

se the said corporation shall have deposited with the county treasurer any negotiable securities in lieu of moneys, as provided in the sixth section hereof, then upon the confirmation of the report of the commissioners of apportionment, the county treasurer or trust company shall notify said railway company to him the aggregate amount awarded by said report, and upon its receipt, shall sell the said securities, or such part thereof as may be necessary for the purpose of raising such amount. (*Added by Laws of 1882,*

securities are to be substituted.

se any of the securities which may be deposited in lieu of money as provided in the sixth section hereof, shall, in the opinion of the county treasurer or trust company with whom they may be deposited, fall below their actual value, the treasurer or trust company shall call upon the said county treasurer or trust company to substitute therefor other securities equivalent at their market value to the amount in lieu of which the securities for which they were deposited were deposited, and in case such other securities shall not be available, the said county treasurer or trust company shall call upon said railway company to furnish a substitute, and said railroad company shall so much money equal to the amount in lieu of which the securities were deposited. (*Added by Laws of 1882, chap. 393.*)

t of commissioners to estimate and fix damages; proceedings thereon.

se any corporation heretofore organized under the provisions of the act of 1872, and which has not constructed its railway and has obtained from the local authorities to the construction and operation of a railway upon all of the routes designated for it by its articles of association, and which, under such consent have not terminated, and whose proposed railway is still within the limits of any city, may, within ninety days after the passage of this act, apply to the mayor of such city for the appointment of a commission to estimate and fix the damages to be caused by the construction and operation of its railway upon and along the streets or highways as to which such damages have been given.

se any such corporation shall thereupon appoint three disinterested and competent freeholders in such city, who shall thereupon each take and subscribe an oath to perform the duties of his office; and the commission provided for in this act shall thereupon have all the powers and authority as to ascertaining and fixing damages that the commissioners mentioned in the first section of this act have as to any corporation organized, or to be organized by them, under the provisions of this act as to ascertaining, estimating and fixing damages; the deposit of money or securities in lieu thereof, and the proceedings and the effect of a failure to make such deposit as thus required, shall apply to such corporation and commission, ex-

cept so far as inconsistent with this section, and after a commission shall have been appointed under this section to ascertain, estimate and fix damages as heretofore provided, the corporation which made the application therefor may proceed without prejudice to obtain such other consent or authority as it may require, and the proceedings had under the authority given by this section may be presented in aid of any application it may make. (*Added by Laws of 1882, chap. 393.*)

(None of the provisions of this act, to-wit, chap. 393, Laws of 1882, shall apply to the counties of New York, Kings and Westchester, and nothing herein contained shall be deemed to affect existing provisions of law as to the acquisitions of the title to real estate for railroad purposes. § 5, chap. 393, Laws of 1882, as amended, chap. 551, Laws of 1886.)

CHAP. 485, LAWS OF 1881.

AN ACT to amend and supplementary to chapter 606 of the Laws of 1875, entitled "An act further to provide for the construction and operation of a steam railway or railways in the counties of the State," as amended by chapter 417 of the Laws of 1880.

(Section 1 amends Laws of 1875, chap. 606, § 4. See page 375 hereof.)

Route in case of exempted streets.

§ 2. Wherever any street or part of a street, by this act exempted from the provisions of the acts hereby amended, has, by commissioners appointed by the mayor as in said amended acts provided, been designated or determined upon, as a portion of the route of a steam railway, and a corporation has been formed under said acts to construct a railway over or on such exempted streets, the said commissioners shall have the power to fix, determine and locate a route for the railway of such corporation over, under, through or across the streets, avenues, places or lands not exempted, in the city where such exempted street is located, as may by such commissioners be deemed to be necessary or proper on account of such street having been exempted as aforesaid, but in the same general direction as such exempted street. Nothing in this act contained shall affect any rights or proceedings of such corporation in or to the remaining portion of its route, and all such proceedings may be continued, and such commissioners may strike from the route of such corporation all portions thereof which they deem have been rendered inappropriate or inapplicable by this act. The term street in this section shall be deemed to include avenue or place.

Plans; right to build railways.

§ 3. The said commissioners shall also have the power, at the same time, to fix the plan or plans for the railway to be built upon the route by them fixed as herein provided, but such plans shall be of the same general character as those by them theretofore for the railway of such company provided, and they shall certify and verify by affidavit their proceedings had under this and the preceding section, and file such certificate and affidavit in the office of the Secretary of State with and as a part of the articles of incorporation of such corporation, theretofore filed, and a copy of such certificate and affidavit, certified to be a copy by the Secretary of State or his deputy, shall be presumptive evidence of the facts therein stated. Such corporation shall have the right to build and operate its railway upon the route fixed therefor (as in this and the preceding section provided) subject to the provisions and requirements contained in the section amended by the first section of this act, and all the provisions of the acts by this act amended, not inconsistent herewith, shall apply to the route fixed as in this and the preceding section provided, and the route under such sections fixed and the portion remaining of the route originally fixed shall be and be deemed to be the route for the railway of such corporation.

CHAP. 267, LAWS OF 1880.

authorizing individuals, joint-stock associations or corporations engaged in the manufacture of railroad cars to lay down and railroad tracks connecting their manufacturing establishments with existing railroads.

own and maintain railroad tracks; proviso.

Any individual, joint-stock association or corporation now or hereafter engaged in the manufacture of railroad cars in this State may lay down and railroad tracks, not exceeding one mile in length, as shall be necessary to connect such manufacturing establishment with the tracks of any railroad now or hereafter operated in this State; provided they shall obtain the consent of the majority of the property owners of one-half in value the property bounded on, and the consent also of the majority having the control of that portion of a street or highway upon which it is proposed to construct or operate such railroad be first obtained, or in the event of such property owners cannot be obtained, the general term of the Court, in the district in which it is proposed to be constructed, may, upon application, appoint three commissioners, who shall determine, after a hearing of the parties interested, whether such railroad ought to be constructed or not, and their determination, confirmed by the court, may be taken in lieu of the consent of the property owners.

of act.

provisions of this act shall not apply to the counties of New York and

CHAP. 62, LAWS OF 1853.

to regulate the construction of roads and streets across railroad tracks.

streets or highways across railroad tracks.

It shall be lawful for the authorities of any city, village or town in this State to lay out streets and highways, to lay out a street or highway across the track of any railroad now laid or which may hereafter be laid, without compensation to the corporation owning such railroad; provided that such street or highway shall be actually open for use until thirty days after the laying out has been served personally upon the president, vice-president or a director of such corporation.

corporations to cause street laid out across their track to be taken at a convenient place for public travel.

It shall be the duty of any railroad corporation, across whose track a street or highway shall be laid out as aforesaid, immediately after the service of said notice to cause the said street or highway to be taken across their track, as shall be convenient and useful for public travel, and to cause all necessary excavations and other work to be done on their road for that purpose; and the provisions of the act, passed April 2, 1850, in relation to crossing streets and highways, already laid out, by railroads, and in relation to cattle-guards and fences and facilities for crossing such roads, shall apply to streets and highways hereafter laid out.

neglect or refusal.

If a railroad corporation shall neglect or refuse, for thirty days after the service of the notice aforesaid, to cause the necessary work to be done and improvements made on such streets or highways across their road, it shall be liable to pay the sum of \$20 for every subsequent day's neglect or

refusal, to be recovered by the officers, laying out such street or highway, to be expended on the same; but the time for doing said work may be extended, not to exceed thirty days, by the county judge of the county in which such street or highway, or any part thereof, may be situated, if, in his opinion, the said work cannot be performed within the time limited by this act.

CHAP. 392, LAWS OF 1875.

AN ACT for the better security of railroad employees for labor performed.

Lien for labor upon rolling stock, track, etc.

SECTION 1. Any person who shall hereafter perform any labor for a railroad corporation shall, on filing with the county clerk of any county in which such railroad corporation is situated, or through which the road of such corporation passes, the notice prescribed by the second section of this act, have a lien for the value of such labor upon such railroad track, rolling stock and appurtenances, and upon the land upon which such railroad track and appurtenances are situated, to the extent of the right, title and interest of such railroad corporation in the property existing at the time of filing the said notice.

When notice to be filed; to be entered by county clerk on "lien docket;" fee.

§ 2. Within thirty days after the performance and completion of such labor, such person shall file a notice, in writing, with the county clerk of the county where the property is located, specifying the amount of claim, and the corporation against whom the claim is made. The county clerk shall enter the particulars of such notice in a book to be kept in his office, to be called the "lien docket," with the name of claimant, amount claimed, the name of such corporation against which such claim is made, and the date of the filing of the notice, hour and minute. A fee of ten cents shall be paid to said clerk on filing such lien, and said notice, when so filed, shall thereafter operate as an incumbrance upon said property.

Value of labor to be proved on trial.

§ 3. Any person performing labor, in availing himself of the provisions of this act, shall upon the trial, or at the assessment of damages, produce evidence to establish the value of such labor, and that the same was performed for such railroad corporation.

Lien, how enforced.

§ 4. Any laborer performing any work, or assignee thereof, may, after such labor is performed, and the service of the notice required by the first section of this act, bring an action in any of the courts of the county in which said property is situated to enforce said lien, requiring such railroad corporation to appear, by attorney, within thirty days after such service and answer the same, or, in default thereof, the claimant may take judgment for the amount of claim and costs.

Lien to continue one year.

§ 5. Every lien created under the provisions of this act shall continue until the expiration of one year, unless sooner discharged by the court or some legal act of the claimant in the proceedings; but when a judgment is entered therein, and docketed with the county clerk within said year, it shall be a lien upon the real property of the railroad corporation against whom it is obtained to the extent that other judgments are now made a lien thereon.

Priority of liens.

§ 6. The liens created and established by virtue of the provisions of this act shall be paid and settled according to the priority of the notice filed with the county clerk, as directed by the second section hereof.

Liens, how discharged.

§ 7. All liens created by this act may be discharged as follows:

1. By filing with the county clerk a certificate of the claimant, or his successors in interest, acknowledged or proved in the same manner as a conveyance of real estate, stating that the lien has been paid or discharged; or
2. By depositing with the court or clerk of the court a sum of money equal to

amount claimed, which money shall be thereupon held subject to the of the lien; or entry of the county clerk, made in the book of liens, that the proper part of the claimant have been dismissed by the court in which or a judgment rendered against the said claimant; or affidavit of the service of a notice from such railroad corporation, or to the claimant, requiring such claimant to commence an action for enforcement of said lien within twenty days after service of said notice, and said claimant to commence an action as aforesaid.

Liability of stockholders; notice; time for commencing action.

And all the stockholders of such corporation shall be jointly and severally liable for the debts due or owing to any of its laborers or servants, other than for personal service for ninety days' service, or less than ninety days' service, for such corporation, but shall not be liable to an action therefor until execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such execution shall be the amount recovered against such stockholders; before such laborer or servant shall commence an action against such stockholders for such ninety days' service, or less than ninety days' service, he shall give notice in writing, within twenty days after the performance of such service, that he intends to so hold him liable, and shall commence such action within thirty days after the return of such execution unsatisfied, against the corporation; and every such stockholder against whom any such recovery shall be had, or servant shall have been had, shall have a right to recover the same from the other stockholders in such corporation in ratable proportion to the stock they shall respectively hold with himself.

CHAP. 376, LAWS OF 1885.

to provide for the payment of wages to employees, operatives and laborers of domestic corporations, other than insurance and fire insurance corporations, of which a receiver shall be appointed.

Employees to be preferred.

Where a receiver of a corporation created or organized under the laws of this State and doing business therein, other than insurance and moneyed corporations, shall be appointed, the wages of the employees, operatives and laborers shall be preferred to every other debt or claim against such corporation, and shall be paid by the receiver from the moneys of such corporation first come to his hands.

CHAP. 529, LAWS OF 1870.

AN ACT in relation to mechanics' liens.

Lien law extended to railroad bridges and trestle work.

The provisions of the laws relating to mechanics' liens heretofore in force shall apply to bridges and trestle work erected for railroads and materials used therefor, and labor performed in constructing said bridges, trestle work and structures connected therewith; and the time within which said liens may be extended to ninety days from the time when the last work shall be performed on said bridges, trestle work and structures connected therewith, shall be the time from which said materials shall have been delivered. This act shall not apply to any work commenced previous to the passage of this act.

CHAP. 432, LAWS OF 1873.

to authorize the use of improved motive power on railroads in any city or county of this State.

Common council, etc., may allow use of improved motive power on railroads.

The mayor and common council of any city, the board of trustees of any village, and as to streets or roads outside of any such city or village, the supervisors of any county of this State are hereby authorized to permit the use of improved motive power or motor, for the traction or propelling of

cars on any city or street railroad which is or may be constructed and operated by horse power, within their respective jurisdiction, such permission to be subject to such restrictions, regulations and conditions as the said local authorities may impose, and subject to revocation at any time by the authority granting the same, by a two-third vote of its members.

Increase of fare not authorized.

§ 2. Nothing contained in this act shall authorize an increase of the rate of fare, nor allow the transportation of freight in any city, or allow the use of the ordinary dummy or box-car engine, or of locomotives of the kind now used for the traction of cars on steam railroads of this State. Nothing in this act contained shall affect any contract in relation to the removal of steam power on any street in any city of this State.

CHAP. 470, LAWS OF 1881.

AN ACT in relation to rates of fare upon certain surface steam railroads.

Rate of fare.

SECTION 1. Any surface steam railroad company created by the laws of this State, whose main line does not exceed fifteen miles in length, and does not enter or traverse the limits of any incorporated city, may collect and receive fare at the rate of five cents each from any and all passengers traveling upon its road a distance of one mile or less; but nothing herein contained shall be deemed to authorize such railroad company to collect or receive fare from passengers traveling upon its road or any connecting line a distance of more than one mile at a greater rate than is now allowed by law for each mile or fraction thereof traveled by them.

CHAP. 906, LAWS OF 1867.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, in relation to reports of railroad corporations.

Prior act limited.

SECTION 1. The requirements of section 31 of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, 1850, shall not apply to street or horse railroads, except as hereinafter provided.

Annual report.

§ 2. Every railroad corporation in this State whose road is operated by horse power exclusively, or by steam dummy cars exclusively, or partly by horse power and partly* steam dummy cars, and every such railroad corporation which shall be hereafter organized, shall make an annual report to the State Engineer and Surveyor, of the operations of the year ending on the thirtieth day of September; which report shall be verified by the oaths of the treasurer or president and acting superintendent of operations, and be filed in the office of the State Engineer and Surveyor by the first of December in each year, and shall state

1. The amount of capital stock.
2. The amount of stock subscribed.
3. The amount paid in as by last report.
4. The total amount now of capital stock paid in.
5. The funded debt as by last report.
6. The total amount now of funded debt.
7. The floating debt as by last report.
8. The amount now of floating debt.
9. The total amount now of funded and floating debt.
10. The average rate per annum of interest on funded debt.

* So in original.

Cost of road and equipment.

-bed and superstructure, including iron, by last report.
 l amount now expended for the same.
 , buildings and fixtures, including land damages, by last report.
 l amount now expended for the same.
 my cars, horses, mules and harness, by last report.
 l amount now expended for the same.
 and sleighs, by last report.
 l amount now expended for the same.
 st of road and equipment.

Characteristics of road.

of road, in miles.
 of road laid.
 of double track, including sidings.
 of rail, by yard.
 umber of dummy cars, of cars, and of horses and mules.
 l number of passengers carried in cars.
 l number of tons of freight carried in cars.
 s of fare for passengers.
 age time consumed by passenger cars in passing over the road.

Expenses of maintaining the road and real estate.

of road-bed and railway (including iron), and repairs of buildings
 xtures.
 a real estate (to include all taxes except for United States revenue).
 st of maintaining road and real estate.

Expenses of operating road, and for repairs.

superintendence.
 clerks, agents and office expenses.
 ors, drivers and engineers on dummy cars.
 en, starters, switchmen, roadmen, etc.
 of dummy cars.
 of cars and sleighs.
 of harness, including materials and labor.
 oeing, including materials and labor.
 nd mules.
 xpenses.
 ain, hay, etc., including expense of grinding.
 s and lights.
 waste.
 x.
 to persons and property, including medical attendance.
 enses.
 ncluding use of other roads, ferries, etc.
 e.
 ing and printing.
 states tax on earnings.
 nes.
 pense of operating road and repairs.
 from passengers.
 from freight.
 from all other sources, specifying what, in detail.
 eipts from all sources during the year.
 s for transportation, maintenance and repairs.
 s for interest.
 s for dividends on stock, amount and rate per cent.
 payments, specifying what, in detail.

62. Total payments during the year.
63. The number of persons injured in life and limb; the cause of the injury, and whether passengers, employees or other persons. Also whether such accidents have arisen from carelessness or negligence of any person in the employment of such corporation, and whether such person is retained in the service of the corporation.

(Section 3 amends the General Railroad Act of 1850, § 32.)

Application of act.

§ 4. The provisions of section 32 of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, 1850, as herein amended, shall apply to all railroad corporations referred to in section 2 of this act.

CHAP. 349, LAWS OF 1882.

AN ACT to authorize the use of the tracks of horse railroads in certain cases.

Railroad companies may use tracks of other roads to make connections.

SECTION 1. It shall be lawful for any railroad corporation in this State whose cars are run and operated by horses on tracks upon the surface of the street, for the purpose of enabling it to connect with and run and operate its cars between its tracks as now run and operated, and a depot or car-house owned by it, to run upon, intersect and use, for not exceeding the distance of 500 feet, the tracks of any other railroad corporation, the cars of which are run and operated in like manner, with the necessary connections and switches for the proper working and accommodation of the cars upon the said tracks and in connection with such depot or car-house.

Compensation.

§ 2. Any corporation availing itself of the privileges granted by the first section of this act shall pay therefor such compensation as it may agree upon with the corporation owning the tracks which it is thereby authorized to run upon, intersect and use; and in case the said corporations cannot agree as to the amount of such compensation, the same shall be ascertained and determined by commissioners to be appointed by the Supreme Court as is now provided by law in respect to acquiring title to real estate by railroad corporations.

Not to affect surface roads in New York city, or on Washington street in the city of Brooklyn.

§ 3. This act shall not affect any surface railroad in the city and county of New York, nor shall any thing herein contained be construed as authorizing the use or crossing of any railroad tracks now constructed on Washington street in the city of Brooklyn, or the construction, laying and maintenance of any tracks, switches, sidings, connections or turnouts upon said Washington street, or upon any street where it intersects or crosses the same.

CHAP. 252, LAWS OF 1884.

AN ACT to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages.

Corporators, not less than thirteen; articles of association, what to contain when filed; duty of Secretary of State; subject to provisions of title 3, chapter 18 of the first part of the Revised Statutes, except seventh section; subject to General Railroad Act, except as modified; certificate to be filed with Secretary of State; what to contain.

SECTION 1. Any number of persons, not less than thirteen, may make and sign

ation, and form a company for the purpose of constructing, maintaining a street surface railroad for public use in the conveyance of property in cars for compensation, in any of the cities, towns or village, or in any two or more civil divisions thereof. Such articles of association shall state the name of the company, the number of years the same is to exist, the names of the cities, towns and villages, and the counties, and the location of the streets, avenues and highways in which the road is to be constructed, the places from and to which the road is to be constructed, maintained, the length of said road, or as near as may be, the amount of capital stock of the company, which shall not be less than \$10,000 for every mile of railroad proposed to be constructed, and the number of shares of capital stock shall consist, and the names and places of residence of the directors of the company who shall manage its affairs for the first year, until others are chosen in their places. Each subscriber of said articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. Such articles of association shall be filed in the office of the Secretary of State when \$1,000 of the capital stock of the company has been subscribed, or when one per cent of the stock of railroad proposed to be constructed has been subscribed, or when ten per cent paid thereon in good faith, in cash, to the directors of the company, and when there is indorsed on said articles of association, or annexed thereto, an affidavit made by at least three of the directors, that the amount of stock required by this section has been subscribed, and ten per cent paid in cash thereon, as aforesaid, and that the company is intended in good faith to construct or to maintain and operate the same. Such articles of association, which affidavit shall be recorded in the office of the Secretary of State. The Secretary of State shall indorse on said articles of association the day they are filed, and record the same and said affidavit in the office of the Secretary of State for that purpose; and from the date of such filing the company shall have so subscribed such articles of association, and all persons who become stockholders in such company shall be a corporation by the name in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the provisions contained in chapter 18 of the first part of the Revised Statutes, except the provisions in the seventh section of said title. Such corporation shall also possess the powers and privileges granted, and be subject to all the liabilities imposed by this act, or by the act entitled "An act to authorize the formation of corporations, and to regulate the same," passed April 2, 1850, and the provisions thereof, except as the said acts are herein modified. No street surface railroad company shall extend its line, or construct any other line, under this act, until it has made and filed with the Secretary of State a certificate signed by its board of directors, which certificate shall contain the name of the cities, towns, villages and counties, and the names of the streets, avenues and highways in which such extension or construction is to be constructed, the places from and to which the same is to be constructed, maintained and operated, and the length thereof as near as may be.

directors; their number.

Board of directors of every corporation formed under this act shall consist of not less than seven nor more than thirteen.

Powers and privileges; proviso; consent of owners to be acknowledged; who shall be authorized to act.

Any company organized as aforesaid, or any existing street surface railroad corporation heretofore organized for the purpose of building and operating a street surface railroad, may construct, maintain, operate, use and extend tracks on the surface of the soil, through, upon and along any streets, avenues, roads or highways of such cities, towns and villages, and may also construct such switches, sidings, turnouts, and suitable stands as may be necessary for the convenient operation of the road, provided that the consent in writing of the owners of one

half in value of the property bounded on, and the consent also of the local authorities having control of that portion of a street or highway upon which it is proposed to construct or operate such railroad, be after the passage of this act first obtained. The consent of such owners shall be acknowledged as are deeds entitled to be recorded. In any city the common council acting subject to the power now possessed by the mayor to veto ordinances, and in any village the board of trustees shall be the local authorities to give all the consents required under this act in respect of such city or village. Provided that where in any city the exclusive control of any street, road, highway, avenue, or property which is to be used or occupied by any such company is, by law, vested in any local authority other than the common council of such city, the consent of the local authorities, in whom such exclusive control is so vested, shall be also obtained.

Notice; to be published for how long time; consent of local authorities to be applied for in writing; when consent shall cease; value, how determined; when consent of property holders is not obtained.

§ 4. In incorporated cities, before acting upon an application for their consent, the local authorities shall give public notice of such application and of the time and place when such application will first be considered by a notice thereof, to be published daily for at least fourteen days in two daily newspapers of said city, to be designated by the mayor of the city. And when such application is made to the local authorities of any incorporated village, the notice of such application shall be published for at least fourteen days in a newspaper published in said village, if any there shall be; if none, then in two daily newspapers published in the city nearest such village. The consent of the local authorities shall in all cases be applied for in writing, and when granted, shall be upon the express condition that the provisions of this act pertinent thereto shall be complied with, and shall be filed in the office of the county clerk of the county in which said railroad is located. Any consent so given by said local authorities shall cease and determine at the expiration of one year thereafter, unless prior to the expiration of such period the company obtaining such consent shall have filed the consent of the requisite amount in value of property owners or the determination of commissioners confirmed by the court, as herein provided. The consent of the local authorities, given as aforesaid, shall operate as the consent of such city, town or village, as the owners of any property, that such railroad may be constructed, maintained and operated in, upon and along any street, avenue, road or highway by which such property is bounded, except that where such railroad runs through any street or avenue bounded on one side by any public park or square, the consent of one-half the owners of property on the other side of said street or avenue, and opposite such park or square, shall also be first obtained. For the purposes of this act the value of the property so bounded shall be ascertained and determined from the assessment-roll of the city or town in which such property is situated, confirmed or completed last before the local authorities shall have given their consent, excepting such property owned by such city, town or village, the value of which shall be ascertained and determined by allowing therefor the same price or value as is shown by such assessment-roll to be the value of the equivalent in size and frontage of any adjacent property on the same street. In case the consent of property owners required by any provision of this act cannot be obtained the company so failing to obtain such consents may apply to any general term of the Supreme Court held in the district in which the road of such company is proposed to be constructed, for the appointment of three commissioners to determine, after a hearing of all parties interested, whether such railroads ought to be constructed and operated.

Id.; service of notice; commissioners to be appointed; vacancies.

§ 5. Notice of such application shall be served personally upon each property owner not having given his consent by delivering the same to him or his agent or representative, as such owner, agent or representative appears upon such assessment-roll of the city or town in which the property is situated; or by mailing the same, properly folded and directed, to such owner, agent or representative, at the post-office nearest his usual place of residence, with the postage paid thereon, at least ten days prior to such application. If the person on whom such service is

ecting branch thereof within the limits of any incorporated city or section shall not be construed to apply to any part of any road constructed, and now in operation, unless such company shall acquire extend such road, or to construct branches thereof under the project, in which event its rate of fare shall not exceed its authorized such extension.

Buffalo, see chap. 431, Laws of 1886.

ct road in street, etc., where other surface road is built without such other road; proviso; commissioners.

t for necessary crossings, no street surface railroad company shall and or operate its road or tracks in that portion of any street, ave-highway in which a street surface railroad is, or shall be lawfully except with the consent of the company owning and maintaining provided, however, that any two or more railroad companies now exist-er formed under the provisions of this act, may join and unite and r's tracks for a distance not exceeding 1,000 feet, whenever the application for the appointment of commissioners, next hereinafter be satisfied that such use is actually necessary to connect main ine to be constructed as an independent railroad, and that the pub- requires the same, in which event the right of such use shall be a compensation to an extent and in a manner to be ascertained and commissioners to be appointed by the courts, as provided in respect title to real estate under chapter 140 of the Laws of 1850, entitled thorize the formation of railroad corporations, and to regulate the several acts amendatory thereof; or by the Board of Railroad Com-cases where the companies interested shall unite in a request for act. Such commissioners, in determining the compensation to be use by one company of the tracks of another, shall consider and use of tracks and for all injury and damage to the company whose so used.

ay lease portions of its track to other corporations; restriction.

be lawful for any street surface railroad company or companies to nfer its or their right, subject to all its or their obligations in re-to run upon or to use any portion of its or their railroad tracks, to et surface railroad company authorized to run upon such route, as as may be agreed upon by a majority of the respective boards of of, subject to approval or rejection by a vote of a majority of the ted at meetings of the stockholders of each of such companies, purpose, and held within three months after such agreement shall ted by the several boards of directors. But nothing in this section rued to authorize any railroad company in cities of over 300,000 lease its rights or franchises to any other company in said cities d operates a road parallel thereto.

constructed under chapter 606, Laws of 1875.

et surface railroad shall be constructed to run in whole or in part ce of any street or highway under the authority of any commission r the provisions of chapter 606 of the Laws of 1875, entitled "An provide for the construction and operation of a steam railway or nties of the State." or the acts in addition thereto or amendatory

and occupied by public buildings or parks; exception.

et surface railroad shall be constructed or extended under the pro-ect upon ground occupied by buildings belonging to any town, city, is State, or to the United States, or in public parks, except in tun-oved by the local authorities having control of such parks.

so.

s and parts of acts, whether general or special, inconsistent with ereby repealed, but nothing in this act shall revive or make valid es of this act any consents of property owners or local authorities

urer, or his duly appointed agent, for the purpose of ascertaining the correctness of said report as to said gross receipts. The corporate rights, privileges and franchises acquired under this act, by any corporation which shall fail to comply with all the provisions of this section, shall be forfeited to the people of the State of New York, and upon judgment of forfeiture rendered in a suit brought in the name of the people by the Attorney-General, shall cease and determine. Any person intentionally making a report as herein provided, which shall be false, shall be guilty of perjury.

Corporation to keep certain portions of streets in repair; when neglected, local authorities may enact ordinances; penalty.

§ 9. Every such corporation incorporated under, or constructing, extending or operating a railroad constructed or extended under the provisions of this act, within the incorporated cities and villages of this State, shall also whenever and as required and under the supervision of the proper local authorities, have and keep in permanent repair the portion of every street and avenue between its tracks, the rails of its tracks and a space two feet in width outside and adjoining the outside rails of its track or tracks so long as it shall continue to use such tracks so constructed under the provisions of this act. In case of the neglect of such corporations to make such pavement or repairs, the local authorities may make the same at the expense of such corporation, after the expiration of thirty days' notice to do so. The local authorities having charge of streets, avenues, roads or highways in cities and incorporated villages may make such reasonable ordinances or regulations as to the rate of speed, mode of use of tracks, and removal of ice and snow, as the interest and convenience of the public may require. A corporation whose servants or agents willfully or negligently violate such an ordinance or regulation, as aforesaid, shall be liable to such city or village for a penalty not exceeding \$500.

Within what time road to be built.

§ 10. In case any corporation incorporated under this act, or seeking to to* extend its road under the provisions thereof, shall not commence the construction or extension of its road within one year after it has acquired the consent of the local authorities and property owners, or determination of the general term of the Supreme Court, as herein required, and shall not complete the same within three years after obtaining such consents, its rights, privileges and franchises acquired under the provisions of this act shall cease and determine. During the pendency of legal proceedings the Supreme Court shall have power to extend the period for the performance of any act herein required.

Compensation of commissioners.

§ 11. The commissioners provided for in this act, to be appointed by the general term, shall receive the sum of \$10 each per day for each and every day they may be engaged, and the charges, expenses and disbursements of such commissioners shall be paid by the company making the application for their appointment.

Motive power.

§ 12. Any street surface railway company may in any case operate any portion of its road by animal or horse power, or by any power other than locomotive steam power, which may be consented to by the local authorities and by a majority of the property owners, obtained in accordance with sections 3 and 4 of this act.

Rate of fare; where not to apply.

§ 13. No company or corporation incorporated under, or constructing and operating a railroad under the provisions of this act, shall charge any passenger more than five cents for one continuous ride from any point on its road, or on any road or line or branch operated by it, or under its control, to any other point thereon,

* So in original.

ny connecting branch thereof within the limits of any incorporated city or . This section shall not be construed to apply to any part of any road ore constructed, and now in operation, unless such company shall acquire ht to extend such road, or to construct branches thereof under the pro- of this act, in which event its rate of fare shall not exceed its authorized prior to such extension.

o City of Buffalo, see chap. 431, Laws of 1886.

construct road in street, etc., where other surface road is built without nent of such other road; proviso; commissioners.

Except for necessary crossings, no street surface railroad company shall ct, extend or operate its road or tracks in that portion of any street, ave- ad or highway in which a street surface railroad is, or shall be lawfully ct, except with the consent of the company owning and maintaining ne; provided, however, that any two or more railroad companies now exist- hereafter formed under the provisions of this act, may join and unite and h other's tracks for a distance not exceeding 1,000 feet, whenever the upon an application for the appointment of commissioners, next hereinafter ed, shall be satisfied that such use is actually necessary to connect main s of a line to be constructed as an independent railroad, and that the pub- venience requires the same, in which event the right of such use shall be nly for a compensation to an extent and in a manner to be ascertained and ined by commissioners to be appointed by the courts, as provided in respect iring title to real estate under chapter 140 of the Laws of 1850, entitled ct to authorize the formation of railroad corporations, and to regulate the and the several acts amendatory thereof; or by the Board of Railroad Com- ers in cases where the companies interested shall unite in a request for board to act. Such commissioners, in determining the compensation to be or the use by one company of the tracks of another, shall consider and or the use of tracks and for all injury and damage to the company whose may be so used.

ration may lease portions of its track to other corporations; restriction.

It shall be lawful for any street surface railroad company or companies to or to transfer its or their right, subject to all its or their obligations in re- thereof, to run upon or to use any portion of its or their railroad tracks, to er street surface railroad company authorized to run upon such route, uch terms as may be agreed upon by a majority of the respective boards of rs thereof, subject to approval or rejection by a vote of a majority of the represented at meetings of the stockholders of each of such companies, for that purpose, and held within three months after such agreement shall een adopted by the several boards of directors. But nothing in this section be construed to authorize any railroad company in cities of over 300,000 tion, to lease its rights or franchises to any other company in said cities owns and operates a road parallel thereto.

nd to be constructed under chapter 606, Laws of 1875.

No street surface railroad shall be constructed to run in whole or in part he surface of any street or highway under the authority of any commission ed under the provisions of chapter 606 of the Laws of 1875, entitled " An ther to provide for the construction and operation of a steam railway or s in counties of the State," or the acts in addition thereto or amendatory .

on ground occupied by public buildings or parks; exception.

No street surface railroad shall be constructed or extended under the pro- of this act upon ground occupied by buildings belonging to any town, city, or to this State, or to the United States, or in public parks, except in tun- be approved by the local authorities having control of such parks.

; proviso.

All acts and parts of acts, whether general or special, inconsistent with t, are hereby repealed, but nothing in this act shall revive or make valid purposes of this act any consents of property owners or local authorities

obtained prior to the passage of this act, or shall interfere with or repeal or invalidate any rights heretofore acquired under the laws of this State by any horse railroad company, or affect or repeal any right of any existing street surface railroad company to construct, extend, operate and maintain its road in accordance with the terms and provisions of its charter, and the acts amendatory thereof, or revive any charter which has become lapsed or forfeited, or any pending litigation.

Power of Legislature, etc.

§ 19. The Legislature may at any time alter, amend or repeal this act.

CHAP. 642, LAWS OF 1886.

AN ACT to amend chapter sixty-five of the laws of eighteen hundred and eighty-six, entitled "An act to secure adequate compensation for the right to construct, maintain, use, operate or extend street railroads in cities and villages."

SECTION 1. Chapter sixty-five of the laws of eighteen hundred and eighty-six is hereby amended so as to read as follows:

Franchise for road must be sold; sale how conducted: rates of fare, etc.

§ 1. The local authorities of any incorporated city or village, to whom application may be made for consent to the construction, maintenance, use, operation or extension of a street railroad or a railroad or railway for the transportation of passengers, mails or freight, over, upon, under or through any of the streets, roads, avenues, parks or public places in such city or village must provide, as a condition of the said consent to the use of said street, road, avenue, park or public place, that the right, franchise and privilege of using the said street, road, avenue, park or public place shall be sold at public auction to the bidder who will agree to give the largest percentage per annum of the gross receipts of said company or corporation, with adequate security as hereinafter provided, for the fulfillment of said agreement and for the commencement and completion of such road according to the plan or plans, and on the route or routes fixed for its construction within the time or times hereinafter designated and prescribed therefor, but this agreement shall not release any such road from the percentages required to be paid by chapter 252 of the Laws of 1884. The Legislature expressly reserves the right to regulate and reduce the rate of fare on such railroad or railway. The local authorities of any city or village may give such consent to any applicant therefor duly incorporated and existing under the laws of this State for the purpose of providing street railroad facilities for compensation in said city or village; and the bidder to which such consent may be sold shall be an incorporated railroad or railway company, organized to construct, maintain and operate a street railroad in the city or village for which such consent may be given. Prior to such sale, notice of the time, place and terms thereof, and of the route or routes to be sold, and of the conditions upon which the consent of said local authorities to the construction, maintenance, use, operation or extension of such street railroad or any railroad or railway carrying freight, passengers or mails over, under or upon any of the streets, roads, avenues, parks or public places of any incorporated city or village will be given, shall be published three times a week for at least three weeks in two daily newspapers of said city, to be designated by the mayor of said city, except in cities where two daily papers are not published, then said notices shall be published at least once a week for at least three weeks successively in a newspaper published in said city, to be designated by the mayor. And the local authorities of any incorporated village shall, prior to any sale by them as herein provided, cause the notice above provided for, to be published for at least three weeks in a newspaper published in said village, if any there shall be; if none, then in two daily newspapers published in the city nearest said village. The comptroller or other chief fiscal officer of the cities, and the president of the board of trustees in villages, shall attend and conduct the sale to be made under the provisions of this act, and may adjourn the same from time to time, not exceeding twice for a period not exceeding four weeks in the aggregate, and may cancel the bid if the bidder shall not furnish satisfactory security, and sell the said consent and license in the same manner as above provided. The bidder or bidders to whom the said consent or license shall be sold, shall commence the

tion of the said road within one year, and complete the same within three months from the date of sale. The said bidder who may build and operate said road shall at all times keep accurate books of account of the business and of such railroad, which books shall at all times be subject to the inspection of the local authorities of the city or village; and in the event of the failure of the party or corporation operating or using the railroad to be consistent with aforesaid, to pay the rental or percentage of gross earnings agreed upon, upon notice to the said party or corporation — of not less than sixty days, the said consent and right to operate such railroad may be declared forfeited and the same may be resold to the highest bidder in the manner above provided. Such forfeiture may be decreed or ordered by the judgment of any court having jurisdiction, after the party or corporation shall have opportunity to be heard in their defense.

consents shall cease; when not to apply to elevated roads; not applicable to certain surface street roads.

This act shall apply to all applications for consents by such local authorities to construct, maintain, use, operate or extend such street railroads or railroads aforesaid, made under or in pursuance of any statute, whether such statute is hereafter made, or may have been heretofore made, but not at the time of this act finally acted upon by the local authorities; and all consents given by said local authorities shall cease and determine at the expiration of two years thereafter, and all such consents heretofore given shall cease and determine at the expiration of two years from the date of the passage of this act, unless prior to the expiration of such period or periods the consent of the owners of a sufficient proportion of the property situated on the line of the proposed railroad or railway, or the approval of the general term of the Court shall have been obtained. None of the provisions of this act, or of any act of the Laws of 1886, except the provisions of this section in relation to the determination of the consents of said local authorities shall apply to any street railroad now organized or hereafter to be organized for the purpose of building street railroads in counties having less than 1,000,000 inhabitants, nor to street railroad companies heretofore organized in cities or villages of less than 10,000 inhabitants.

Section 270. Nature and form of

The security required by section 1 of this act shall be a bond or underwriting and under seal, in such form, condition, amount and sureties as may be required and approved by the comptroller or other chief fiscal officer of the city, and by the trustees of any such village.

Section 271.

This act shall not affect the New York Arcade Railway Company nor the street railroad assessed by it.

Section 7 of chapter 252 of the Laws of 1884, entitled "An act to provide for the construction, extension, maintenance and operation of street surface railroads and branches thereof in cities, towns and villages," and all amendments of the same, and all acts or parts of acts inconsistent herewith are hereby repealed.

CHAP. 271, LAWS OF 1886.

Section 1. In relation to the consents of property owners, order of the Court confirming reports of commissioners and the consents of the local authorities heretofore given to the construction and operation of street surface railroads by companies which have been dissolved or annulled, or whose charter may have been repealed by any subsequent legislative enactment.

Section 2. Power of company not to revoke consent of owners.

Section 1. Whenever any street surface railroad company shall have been dissolved or annulled or its charter repealed by an act of the Legislature, the con-

sent of the owners of property bounded on and the consent of the local authorities having the control of that portion of a street or highway upon which the railroad of such company shall have been theretofore constructed and operated, and the order of the general term confirming the report of any commissioner that such railroad ought to be constructed or operated, shall not, nor shall either thereof, be deemed to be in any way impaired, revoked, terminated or otherwise affected by such act of dissolution, annulment or repeal, but the same and each thereof shall continue in full force, efficacy and being for the uses and purposes herein mentioned.

Right to further enjoyment to be sold.

§ 2. The right to the further enjoyment and the use, subsequent to said act of dissolution, annulment or repeal of the said consents and orders and of each thereof, and of all the powers, privileges and benefits therein or thereby created shall be sold at public auction by the municipal authorities within whose jurisdiction such railroads shall be, in the same manner as is provided by section 1 of chapter 65 of the Laws of 1886, and laws amendatory thereof.

Rights of purchaser on resale.

§ 3. When such sale shall have been so made, the purchaser thereat shall have the right to the further enjoyment and use of said consents and orders, and of each thereof, and of all the powers, privileges and benefits therein or thereby created in like manner as if such purchaser had been originally named in such consents, reports and orders; provided, that such purchaser shall be otherwise authorized by law to construct, maintain and operate a street surface railroad within the municipality within which such railroads shall be.

CHAP. 305, LAWS OF 1885.

AN ACT authorizing street surface railroad companies to contract with each other, and providing for a proper system of transfer of passengers.

Street surface roads may contract with each other.

SECTION 1. It shall be lawful hereafter for any street surface railroad company, or any corporation owning or operating a street surface railroad or railroad route, to contract with any other such company or corporation for the use of their respective roads or routes, or any portion thereof, subject to the provisions, restrictions and conditions hereinafter stated, and thereafter to use or to permit the use of the same in such manner as may be prescribed in such contract. But nothing in this act shall authorize the road or route of any railroad corporation to be used or operated by any other railroad corporation in a manner inconsistent with the provisions of the charter of the corporation whose railroad or railroad route is to be used or operated under such contract.

Directors may enter into lease or contract.

§ 2. The directors of the companies may enter into such a lease or contract under the corporate seal of each company, such lease or agreement prescribing the terms and conditions thereof.

Agreement to be submitted to vote of stockholders; lease to be filed and recorded.

§ 3. Such lease or agreement shall be submitted to the stockholders of each of the said companies or corporations, at a meeting thereof, called separately for the

use of taking the same into consideration; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons whose names the capital stock of such company stands on the books thereof, at the address of such persons as stated on such books, or as known to the secretary of the company, and delivered or mailed to such persons or the legal representatives of such persons respectively, at least thirty days before the time of holding the meeting of such company, and also by a general notice published daily for at least four weeks in some newspaper last designated for the publication of the laws, or of judicial proceedings and legal notices in the county where such company has its principal office or place of business; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote shall be taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy, and a two-thirds of all the votes of stockholders cast in person or by proxy at such meeting shall be for the adoption of said lease or agreement, then that the same shall be certified thereon by the secretaries of the respective companies under their official seal thereof, and the lease or agreement so adopted, or a certified copy thereof, shall be filed and recorded in the office of the secretary of State, and shall from the date of such filing be deemed and taken to be the lease or agreement of the respective companies; a copy of the said lease or agreement, duly certified by the secretary of State under his official seal, shall be evidence thereof in all courts and in all proceedings.

Companies contracting shall carry passengers between any two points; one continuous trip for one fare; penalty.

Each and every company entering into any contract under the power conferred by this act shall carry or permit any other party to such contract to carry passengers between any two points on the railroads or portions thereof embraced within such contract, any passenger desiring to make one continuous trip between such points shall pay no more than the single fare not higher than the fare lawfully chargeable by either of such companies for an adult passenger; and each and every such company shall, upon demand and without extra charge, give to each passenger paying one single fare a ticket entitling such passenger to one continuous trip to any point or any portion of any railroad embraced within such contract, to the end that the public convenience may be promoted by the operation of the railroads embraced within such contract to the extent of their inclusion therein substantially as a single railroad with a single rate of fare. For every refusal to comply with the requirements of this section, the company so refusing, and having contracted as aforesaid, shall forfeit to the aggrieved party the sum of \$50, which may be recovered by any court of competent jurisdiction. This act shall not apply to cities having a population of less than 800,000.

All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

CHAP. 140, LAWS OF 1882.

ACT authorizing individuals, companies, associations and private corporations to construct and operate private railroads in certain localities.

It shall be lawful to build railroads on or across highway; provide as to consents to be obtained; act not to apply to villages and cities; must not interfere with or obstruct the public use of any highway.

SECTION 1. It shall be lawful for any individual, company, association or private corporation to build and operate solely for the purpose of conducting the business of such individual, company, association or corporation, a railroad on or across any highway; provided that consent in writing, and under seal, of the

owners of all lands on which any such railroad may be built, abutting a highway, be first obtained; and provided further, that the consent in writing of the supervisor of the town in which any railroad proposed to be built under this act is located be also first obtained; and provided further, that this act shall not apply to any city or village; and provided further, that no such railroad shall be so located, graded, built or operated as to interfere with or obstruct the traveled part of any highway, or interfere with or obstruct the public use of any highway, or any highway intersecting the same.

CHAP. 317, LAWS OF 1881.

AN ACT to authorize a change, in certain cases, of the time for holding elections in railroad companies.

Companies may change time for holding elections.

SECTION 1. Any railroad company, the time for the annual election of directors in which is now fixed for any day in the month of June, may by a vote of a majority of the stock, either in person or by proxy, thereof to that effect, and filing in the office of the Secretary of State a copy of such proceedings, certified by the secretary of the company under its corporate seal, change the time for holding such annual election to any day in the month of April, provided, however, that the first election held under such resolution shall be held in the month of April which shall precede the time at which such election would otherwise have been held.

(Chapter 338, Laws of 1881, relates to elevated railroads.)

CHAP. 498, LAWS OF 1885.

AN ACT to authorize a change in certain cases of the time and place for holding elections of railroad companies.

Stockholders may change time for holding election of directors.

SECTION 1. Any railroad company organized under the laws of this State and doing business therein may change the time and place of its annual election for directors of such company by a vote of its stockholders, representing a majority of all the stock of the company, and by filing in the office of the Secretary of State a copy of such proceedings and vote certified by the secretary of the company under its corporate seal; but such change of place shall only be made to an incorporated village or city in the State of New York in which the executive office of such company shall be located; and the change of the time for holding such election shall only be made from the date fixed by its charter or by laws to some day in the month of December preceding the date or time at which such election would otherwise have been held.

CHAP. 135, LAWS OF 1870.

AN ACT for the relief of corporations organized under general laws.

Directors authorized to make and file amended certificates to cure omission or informality; effect thereof.

SECTION 1. The directors of any corporation, organized under any general act for the formation of companies, in whose original certificate of incorporation any informality may exist, by reason of an omission of any matter required to be therein stated, are hereby authorized to make and file an amended certificate or certificates of incorporation, to conform to the general act under which said corporation may be organized, and, upon the making and filing of such amended certificate, the said corporation shall, for all purposes, be deemed and taken to be a corporation from the time of filing such original certificate.

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Nothing in this act contained shall in any manner affect any suit or proceeding, at the time of filing such amended certificate, pending against such corporation, or impair any rights already accrued.

CHAP. 489, LAWS OF 1885.

ACT to protect stockholders of corporations from the wrongdoings of directors in certain cases.

directors refuse or neglect to adopt by-laws to enable stockholders to hold annual election; acts, etc., of directors holding over, void.

SECTION 1. Whenever the directors named in the articles of association of any corporation organized under any general law of this State neglect or refuse during the first year of the corporate existence to adopt the by-law required by law to enable stockholders to hold the annual election for directors, and where by such neglect the said directors hold over and continue to be directors after the expiration of the first year of the corporate existence, all acts and proceedings of the directors when so holding over, done for and in the name of the company deemed to charge upon the company any liability or obligation for the past services of any director so holding over, or for the past services of any officer, or for any counsel appointed by them, and such liability or obligation shall be deemed fraudulent and void.

in which any stockholder may apply for stay of proceedings in action, etc.

When directors of any such association or corporation are so holding over in violation of their wrongful neglect of duty beyond the term for which they were appointed, and an action has been brought against the company by the procurement of any of them to enforce any claim or obligation declared void by the previous section, and such action is in the interest or for the benefit of any director or directors so holding over, and the company has by their connivance made default in such action, or consented to the validity of the claim or obligation so to be enforced against the company, any stockholder of the company may apply to the supreme court by affidavit, setting forth the facts, for a stay of the proceedings in such action, and on proof of the facts in such further manner and on such notice as the court may direct, the supreme court may stay such proceedings or set aside and vacate the same, or grant such other relief as to the court may seem proper, and which will not injuriously affect an innocent party, who at the time of notice of such wrongdoings and for a valuable consideration has acquired an interest under such proceedings.

on of directors; place of meeting, etc.

When the directors of any association or corporation shall neglect or have refused to adopt a by-law providing for the annual election of directors for sixty days after the first year of the corporate existence, the stockholders thereof may elect directors in the place of the directors holding over in the manner following: The stockholders entitled to vote for directors of such association or corporation as provided by section eight, chapter eighteen, title four, part first of the Revised Statutes, may meet after previous notice in writing given by them to all the stockholders, at least fifteen days before such meeting, of the time and place when and where such meeting will be held, for the purpose of electing directors; and the duty of any officer or other person having charge of the book or records of the association or corporation containing the names of the stockholders, shall be the same to be examined by any stockholder aforesaid, or his attorney, for the purpose of giving such notice. The place of such meeting shall be the principal office of such company, or in case it has no such office, at the place in the State where its principal business has been transacted, or if access to such place is denied, then at some other place to be designated in such notice.

in the city, town or village where the principal office of such company is or was last located. At such meeting such stockholders shall elect two or more inspectors of election. If at such meeting a majority of the votes cast on stock entitled to be voted on for directors, as prescribed by said section eight, chapter eighteen, title four, part one of the Revised Statutes, shall be voted upon and cast for one ticket for directors, the persons so named and voted for as directors shall thereupon be the directors of such association or corporation until the next annual election and until others are elected and qualified in their stead and without reference to the time when they became stockholders. In the absence at such meeting of the books of the association or corporation, showing who were and are stockholders of the association or corporation, each stockholder, in order to be entitled to vote at such election, shall make or present a statement in writing to be signed and verified by him under oath before a notary public or other person authorized to administer oaths, setting forth the number of shares of the stock of such company standing in his name on its books and upon which he is entitled to vote as prescribed by the section of the Revised Statutes hereinbefore referred to, and which is then owned by him and standing on the books of the company in his name, and if known to him he shall also state the whole number of shares of stock issued by said association or corporation at the time when the election ought to have been held, and on filing such affidavit or verified statement with the inspectors, he shall be entitled to vote on such stock so appearing to be owned by him and standing on the books of the company in his name. The inspectors shall return and file such verified statements, together with a certificate of the results of the election, which shall be verified by them, with the clerk of the county in which such election is held, and thereupon the persons so elected shall be the directors of such association or corporation as aforesaid.

Stockholders may adopt by-laws.

§ 4. The stockholders aforesaid at the meeting authorized by the preceding section, in addition to electing directors as aforesaid, may adopt a by-law providing for the future annual meetings and election of directors, such by-laws shall be adopted in the same manner and by the same number of votes as is above prescribed for the election of directors, and shall have the same effect as if such by-law had been adopted by the directors of the company.

CHAP. 586, LAWS OF 1875.

AN ACT to define the powers and privileges of railroad corporations, and to repeal sections 3 and 4 of chapter 278 of the Laws of 1868, entitled "An act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies."

Postponement of annual election.

SECTION 1. When the time for holding the annual election for the directors of any railroad company is now fixed by any law, charter or by-law for a time within three months before the thirtieth day of September in any year, the directors of such company may by resolution, to be published at least thirty days before the time now established for such election, postpone such election to a time not more than two months after the thirtieth of September then next ensuing, and thereafter the annual election of such company shall be held in each year on the day so designated, and the term of office of the directors of such company, in office when such change is made, shall be extended to the day thus fixed for the next election of directors, and the election of their successors.

Company may purchase lands and stock in other States for the purpose of securing a permanent supply of fuel.

§ 2. Any railroad company organized under the laws of this State may purchase, hold and convey lands, or any interests in lands, in any other State through which any part of its railroad is operated, or may purchase, hold and transfer

stock in any company organized in another State, owning lands as aforesaid, for the purpose of securing for such railroad in this State a permanent supply of fuel for its use.

CHAP. 223, LAWS OF 1884.

AN ACT to regulate the rights and duties of officers and directors of railroad corporations.

Officers and directors prohibited from selling or agreeing to sell stock, etc.

SECTION 1. No officer or director of any railroad corporation shall sell or agree to sell, or be directly or indirectly interested in the sale or agreement to sell, any shares of the stock of the corporation of which he is such officer or director, unless at the time of sale or agreement to sell, he is the actual owner of such shares.

Violation a misdemeanor; punishment.

§ 2. Any person violating any of the provisions of this act shall be guilty of a misdemeanor, and upon conviction thereof shall be punished by imprisonment not less than six months, or by a fine not exceeding \$5,000, or by both such fine and imprisonment.

CHAP. 510, LAWS OF 1880.

AN ACT to regulate voting by stock and bondholders of railroad corporations.

Inspectors of election to be sworn.

SECTION 1. Before entering upon his duties each inspector of election at a meeting of the stockholders of any railroad company of this State for the purpose of electing directors thereof, or for any other purpose, shall take and subscribe before some officer authorized to administer oaths, an oath or affirmation that he will well, and truly do and perform the duties of the office of an inspector at such election, according to the best of his ability, which oath or affirmation shall be immediately filed in the office of the clerk of the county in which such election shall be held, together with a certificate of the result of the vote taken at such meeting or election.

Proxies; stockholders prohibited from selling vote or proxy; form of oath; false swearing; perjury; penalty.

§ 2. It shall not be lawful for any person to vote, or to issue a proxy to any other person or persons to vote at any meeting of stockholders or bondholders, or of stockholders and bondholders of any railroad corporation in this State for the election of directors, or for any other purpose, upon any stock or bonds where the certificates for said stock or the said bonds shall not be in the possession or under the control of the person on whose behalf the vote is to be given, and such last-mentioned person shall have ceased to retain the title to the stock represented by such certificates or the said bonds as owner in his own right or in his capacity of executor, administrator, trustee, committee, guardian, or otherwise, notwithstanding said stock or bonds may still stand in his name on the books of said corporation. No person having the right to vote upon stock or bonds shall sell his vote or issue a proxy to vote upon such stock or bonds to any person for any sum of money, or any thing of value whatever. Any person offering to vote upon stock or bonds registered or standing in his name shall, if required by any inspector of election, take and subscribe the following oath or affirmation: "I do solemnly swear (or affirm) that in voting at this election I have not, either directly or impliedly, received any promise or any sum of money, or any thing of value whatever, to influence the giving of my vote, or votes, at this election; and that I have not sold or otherwise disposed of my interest in or title to any shares or bonds in respect to which I offer to vote at this election, but that all such shares and bonds still remain in my possession or subject to my control." And any person offering to vote as agent, attorney or proxy for any other person shall, if required by inspector of election, take and subscribe the following oath (or affirmation): "I do solemnly swear (or affirm) that the title to the stock or bonds upon which I now offer to vote

is, to the best of my knowledge and belief, truly and in good faith vested in the persons in whose name they now stand, and that the said persons still retain control of the said shares and bonds, and that I have not, either directly or indirectly or impliedly, given any promise or any sum of money, or any thing of value whatever to induce the giving of the authority to vote upon such stock or bonds to me." The inspectors at any such election are authorized to administer the aforesaid oath or affirmation, and said oath and said proxies shall be filed in the office of said corporation. Any person who knowingly or willfully shall swear or affirm falsely in taking the oath or affirmation prescribed by this act shall be guilty of perjury. Any person violating any of the other provisions of this act shall be guilty of a misdemeanor, and, upon conviction thereof, shall be punished by imprisonment not exceeding one year, or by a fine not exceeding \$5,000, or by both such fine and imprisonment.

CHAP. 582, LAWS OF 1880.

AN ACT to provide for excavating and tunneling and bridging for transportation purposes within villages and cities of this State.

When necessary to build road under ground or under water, company may enter upon and acquire title to lands, may construct masonry foundations, etc.; tunnel to be built so as to leave surface of ground firm and safe; when consent of owners must be obtained; in case owners do not consent general term of Supreme Court may appoint commissioners to determine whether road ought to be built; proviso as to connection with other roads in cities and villages.

SECTION 1. Whenever according to the route and plans adopted by any railroad company heretofore or hereafter formed under any special act of the Legislature of this State, or under chapter 140 of the Laws of 1850, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," and all acts supplementary thereto or amendatory thereof for the building of its railroad, it shall be necessary or proper to build said road, or any part of the same, under ground, or to tunnel or bridge any river or waters, it shall be lawful for said company to enter upon and acquire title to and use such lands under water and uplands, except on or along any canals owned by the State, as shall be necessary for purposes herein mentioned; and they shall have the power to construct, erect and secure the necessary foundations and other structures which may be required for the operating of such road or connecting the same with another, and for maintaining the same, and purchase or acquire, in the manner now provided by law, such land, or rights or easements in land, along their said route upon, over, or beneath the surface thereof, as may be necessary for the building of their said road and making such connections; provided, however, that where said road runs underneath the ground at such depth as to enable said company to tunnel the same, such tunnel shall be so built and at all times kept in such condition as to make the surface of the ground above the same and in the neighborhood thereof, firm and safe for buildings and other erections thereon, and, in case surface excavations are made, as soon as can be done the surface shall be restored to its former condition, except so far as may be actually required for ventilation of the tunnel beneath the same, or access thereto; and provided, further, that whenever such road, or any part of the same, is intended to be built within the limits of any city or incorporated village of this State and to run by means of a tunnel underneath any of the streets, roads or public places thereof, the said company, before building the same underneath any of said streets, roads or public places, shall obtain the consent of the owners of one-half in value of the property bounded on the line, and the consent of the board of trustees of the village by resolution adopted at a regular meeting and entered on the records of said board, and of the proper authorities having control of said streets, roads or public places; or in case such consent of the owners of property bounded on the line cannot be obtained, the general term of the Supreme Court in the district in which such city or village is situated may, upon application, appoint three commissioners, who shall determine, after a hearing of all parties interested, whether such railroad ought to be allowed to be built under-

neath said street, roads and public places, or any of them, and in what manner the same may be so built with the least damage to the surface and to the use of the surface by the public, and the determination by said commissioners, confirmed by the court, may be taken in lieu of the consent of said authorities and property owners. And provided further, that when any railroad company constructs, under this act, its railroad under any part or within the limits of any city or incorporated village of this State, subject to the provisions and limitations of this act, it shall be lawful for any other railroad company to connect its road therewith at such points or places as such company may elect, and all railroad companies constructing their road or roads under the provisions of this act shall be subject to all the provisions of an act entitled "An act to authorize the formation of railroad companies, and to regulate the same," passed April 2, 1850, and all acts supplementary thereto and amendatory thereof; and further, at such point or points, place or places, where such connections shall be made by connecting roads, the railroad companies, owning such roads shall build, at their joint expense, and for their joint use, such passenger and freight depots, and other accommodations for handling passengers and freight as may be required for the convenience of the public.

Consolidation with other companies.

§ 2. Any such railroad company, the greater part of whose road-bed according to its said route and plan is to be below the surface of the ground, and whose road does not exceed three miles in length, may at any time after its said route shall have been adopted, and the map thereof shall have been filed as required by law, merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company organized under the laws of this or any other State, in the manner now provided by law for the consolidation of railroad companies, whenever the railroads of said companies so to be consolidated may together form a continuous line of railroad; provided such consolidation shall not prevent all connecting railroads from having equal rights of transit for their passengers and freight through the tunnel upon the same equitable terms.

Liability for damages.

§ 3. All railroad companies constructing any tunnel under this act shall be liable to any person or corporation for all damages which may be sustained by reason of the construction of such tunnel. Whenever it shall be necessary, in constructing any railroad authorized by this act through any city or incorporated village, to alter the position or course of any sewers or water or gas pipes, the same shall be done at the expense of such railroad company or companies, under the direction of the department or corporation having charge thereof, so as not to interfere with said work. In all cases the use of the streets and docks and lands beneath which said railroad is constructed, and on the route thereof, and the right of way beneath the same for the purpose of said railroad, shall be considered and is hereby declared to be a public use consistent with and one of the uses for which its streets, avenues and docks are publicly held.

Act not to be construed to allow building of surface or elevated roads.

§ 4. Nothing in this act shall be construed to authorize the building in any city or village of this State of any railroad to run upon the surface of any street or of any elevated railroad not now provided for by law. Nothing in this act shall be construed to repeal or modify any part of chapter 380 of the Laws of 1878, entitled "An act relating to the public place or square known as Washington park in the city of New York," or to authorize the use or occupation by any company or companies of any public park or square in any city or village of this State for any of the purposes of this act, or to permit the construction of an open cut railroad in or through any street or public place in any such city or village, but every road constructed under the provisions of this act, in or through any such street or public place, shall be wholly underground, and constructed in a tunnel and not otherwise.

Repeal.

§ 5. All acts and parts of acts inconsistent with this act are hereby repealed.

(Chapter 148, Laws of 1881, refers to right of way over State lands in Richmond county.)

CHAP. 193, LAWS OF 1884.

AN ACT to enable steam railroad companies having a terminus at the harbor of New York incorporated under the laws of the State of New York to own boats and operate ferries.

Companies may operate ferries; restriction.

SECTION 1. Any steam railroad company, incorporated under the laws of this State, with a terminus in the harbor of New York, is hereby authorized and empowered to purchase or lease boats propelled by steam or otherwise, and operate the same as a ferry or otherwise, over the waters of the harbor of New York, to any point distant not more than ten miles from said terminus, but this act shall not be construed so as to affect the rights of the mayor, aldermen and commonalty of the cities of New York or Brooklyn.

CHAP. 125, LAWS OF 1858.

AN ACT in relation to sleeping cars on railroads.

Extra fare may be charged.

SECTION 1. Any patentee of a sleeping car, or his legal representative, may place his car upon any railroad of this State, with the assent of the company owning such road. Such patentee, or his legal representative, may charge for the use of said car, in all cases, to each passenger occupying the same, forty cents, which sum shall entitle such passenger to the use of a berth for 100 miles; and the said patentee, or his legal representative, may charge at and after the rate of three mills for every additional mile, but in no case shall the charge exceed eighty cents.

Other cars to be provided.

§ 2. The railroad companies permitting the use of such cars shall, nevertheless, keep sufficient first-class cars of other kinds for the convenient use and occupation of all passengers not wishing to use a sleeping car. And the tickets used for the use of the sleeping cars shall have plainly written or printed thereon, "sleeping car," and all persons using a sleeping car shall be furnished with such tickets.

Railroad company not to be interested.

§ 3. No railroad corporation shall be interested in the additional sum paid for the use of berths in sleeping cars, pursuant to the provisions of this act.

Railroad company to be liable for injuries.

§ 4. Nothing in this act contained shall be so construed as to exonerate any railroad company from the payment of damages for injuries in the same way and to the same extent they would be required to do by law if such cars were owned and provided by the company.

CHAP. 353, LAWS OF 1882.

AN ACT to create a Board of Railroad Commissioners, and to define and regulate its powers and duties.

Board of Railroad Commissioners to be appointed; how selected; vacancies, how filled; Governor may suspend Commissioner; clerk, his duties; marshal; Commissioners and clerk to take constitutional oath; who prohibited from holding office of Commissioner or clerk.

SECTION 1. There shall be in and for the State of New York a Board of Rail-

road Commissioners, to consist of three competent persons, who shall be appointed by the Governor, by and with the advice and consent of the Senate, one of whom shall hold office three years, one four years, and one five years. Such appointments shall be made within ten days after the 8d day of January, 1888. One of said persons shall be selected from the party which shall cast at the next general election the greatest number of votes for Governor of the State, and one of said persons shall be selected from the party which shall cast at the next general election the next greatest number of votes for Governor of the State, one of whom shall be experienced in railroad business, and one of said persons shall be selected upon the recommendation of the presidents and executive committees, or a majority of such, of the Chamber of Commerce of the State of New York, the New York Board of Trade and Transportation, and the National Anti-Monopoly League of New York, as said organization now exists, or any two of such organizations so represented, in case of disagreement. And after such appointment first made, the Governor, by and with the advice and consent of the Senate, shall in each year that a vacancy occurs fill the same by appointment for the term of five years. If any vacancy happens by resignation or otherwise, he shall in the same manner appoint a Commissioner for the residue of the term. Any Commissioner may be suspended from office by the Governor upon written charges preferred. The Governor shall report the fact of such suspension and the reasons therefor at the beginning of the next ensuing session of the Senate, and if a majority of such Senate shall approve the action of the Governor, such Commissioner shall be removed from office and his term of office shall expire. If the Senate shall not be in session at the time any such vacancy shall occur or exist, the Governor shall appoint a Commissioner to fill the vacancy, subject to approval of the Senate when convened. Said Board shall have a clerk or secretary who shall be appointed by the Board to serve during their pleasure, and whose duty shall be to keep a full and faithful record of the proceedings of said Board, and file and preserve at the general office of said Board all books, maps, documents and papers intrusted to his care, and prepare for service such papers and notices as may be required of him by the Commissioners, and perform such other duties as the Board may prescribe; and he shall have power, under direction of the Board, to issue subpoenas for witnesses, and to administer oaths in all cases pertaining to the duties of his office. Such Board shall also appoint a marshal, whose duty it shall be to attend at the offices, and at the meetings and examinations of said Board as required, and to serve notices and other papers, and perform such other duties as the Board shall prescribe. Said Commissioners and clerk shall take and subscribe the constitutional oath of office, and be sworn to the due and faithful performance of the duties of their respective offices, before entering upon the discharge of the same; and no person in the employ of, or holding any official relation to any railroad corporation, or owning stock or bonds in any railroad corporation, or who is in any manner pecuniarily interested in any firm or corporation having business relations with any railroad corporation, shall hold either of said offices, nor shall either of said Commissioners be engaged in any other business vocations.

The provisions of the foregoing section relative to clerk or secretary amended by chap. 441, Laws of 1884, § 1. See page 419 hereof.

Principal office; may establish branch office in city of New York and Buffalo; meetings; supplies for offices.

§ 2. The principal office of said Board shall be at the city of Albany, in rooms to be designated by the Capitol Commissioners, but the said Board may also establish a branch office at the city of New York, and one at the city of Buffalo, if in their judgment such branch offices, or either of them, will be necessary for the proper and convenient transaction of the business and duties of said Board; and said Board, or a quorum thereof, shall meet at least once a month during the year at their office in the city of Albany, and a record of their proceedings shall be published in their annual report to the Legislature. Said offices shall be supplied with necessary postage, stationery, office furniture and appliances, the expense thereof to be paid as other expenses authorized by this act.

Quorum; Board may order and direct examinations and investigations to be taken by and before one Commissioner; proceedings and decisions not final and conclusive, however, until confirmed by the Board.

§ 3. Any two of said Commissioners shall constitute a quorum for the transaction of any of the business or duties of said Board, and may hold meetings thereof at any time or place within the State. All examinations or investigations hereinafter provided for may be held and taken by and before any one of said Commissioners, if so ordered and directed by the Board; but the proceedings and decisions of said single Commissioner therein shall not be deemed final and conclusive until approved and confirmed by the Board.

Powers and duties of Board; notice to be given of investigations, examination of books, etc.; fees of witnesses; subpoenas; when to examine books, etc.; to what companies act applies.

§ 4. Said Board of Commissioners shall have power to administer oaths in all matters relating to their duties, and shall have the general supervision of all railroads and railways (so far as necessary to enable them to perform the duties and exercise the power imposed and conferred by law) and shall examine the same, and keep themselves informed as to their condition, and the manner in which they are operated, with reference to the security and accommodation of the public and the compliance of the several corporations with the provisions of their charters and the laws of the State; it shall also be the duty of said Board of Railroad Commissioners to investigate the causes of any accident on a railroad, resulting in loss of life or injury to person or persons, which, in their judgment, shall require investigation, and the result of such investigation shall also be reported upon in the annual report of the Commissioners to the Legislature; and it is hereby made the duty of the general superintendent or manager of each railroad in this State to inform the said Board of any such accident immediately after its occurrence. Before proceeding to make any such examination or investigation of the condition or operation of any railroad in this State, or any accident thereon, in accordance with this act, said Board shall give reasonable notice to the corporation, person or persons conducting and managing the same of the time and place of entering upon said examination. And such Board of Railroad Commissioners shall have power, for the purposes provided for in this act, to examine the books and affairs of any railroad company or corporation, or to compel the production of copies of books and papers, subpoena witnesses, administer oaths to them, and compel their attendance and examination, as though such subpoena had issued from a court of record of this State. The fees of witnesses before such Railroad Commissioners shall be \$2 for each day's attendance, and five cents per mile traveled by the nearest practicable route in going to and returning from the place where the attendance of the witness is required. All subpoenas shall be signed by the secretary of the Commission, and may be served by any person of full age authorized by the Commission to serve the same. Fees of witnesses shall be audited and paid by the Comptroller on the certificate of the secretary of the Commission, which shall state the number of days which each witness attended, and the number of miles traveled. Whenever any such examination of the affairs of any railroad corporation shall take place in which such Board will require the examination of the books and affairs of such company or corporation, or the subpoenaing of witnesses, who are in the employ of such company or corporation, the Board or a Commissioner thereof shall sit for such purpose in the city or town of this State where the principal business office of such railway corporation may be situated. The Board of Commissioners, however, shall have the power to require copies of books and papers, or abstracts thereof, as provided for in this section, to be sent to them to any part of this State. And the provisions of this act shall apply to all railroads and railways and the corporations, receivers, trustees, directors, or others owning, or operating the same; and also to all sleeping and drawing-room car companies or corporations, and to all other associations, partnerships, companies or corporations engaged in transporting passengers or freight upon any railway as lessees or otherwise.

As to subpoenas, see § 1, chap. 441, Laws of 1884, at page 419 hereof.

When violation of law by corporations; powers of Commissioners.

§ 5. Whenever, in the judgment of the Board of Railroad Commissioners, it shall appear that any such corporation has violated any constitutional provision or law,

or neglects in any respect or particular to comply with the terms of the act by which it was created, or unjustly discriminates in its charges for services, or usurps any authority not by its act of incorporation granted, or refuses to comply with the provisions of any of the laws of the State, or with any recommendation of said Board of Commissioners, they shall give notice thereof, in writing, to such corporation; and if the violation or neglect is continued after such notice, the Board may forthwith present the fact to the Attorney-General, who shall take such proceedings thereon as may be necessary for the protection of public interests.

Where repairs are necessary; change in rates of fare for transportation of freight or passengers; change in the mode of operating the road, etc.; Board to give notice to corporation, in writing, when corporation neglects or refuses to comply; Board to present facts to Attorney-General, also to report same to Legislature:

§ 6. Whenever, in the judgment of the said Board of Railroad Commissioners, after a careful personal examination of the same, it shall appear that repairs are necessary upon any railroad within this State, or that any addition to the rolling stock, or any addition to or change of the stations or station-houses, or that additional terminal facilities shall be afforded, or that any change in the rates or fare for transporting freight or passengers, or that any change in the mode of operating the road and conducting its business is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the said Board shall give notice and information, in writing, to the corporation of the improvements and changes which they deem to be proper, and shall give such corporation an opportunity for a full hearing thereon; and if the corporation refuses or neglects to make such repairs, improvements and changes, within a reasonable time after such information and hearing, and shall not satisfy said Board that no action is required to be taken by it, the said Board shall present the facts in the case to the Attorney-General for his consideration and action; and shall also report the same facts in a special report or in the annual report of said Board to the Legislature.

Corporations to furnish necessary information; copies of contract, etc.; publicity; penalty.

§ 7. Every railroad corporation shall at all times, on request, furnish the said Board of Railroad Commissioners any necessary information required by them concerning the condition, management and operation of its railroad, and particularly with the rates of fare for transporting freight and passengers upon its road and other roads with which its business is connected, and such railroad corporation shall also at all times on request furnish to such Board of Railroad Commissioners copies of all contracts and agreements, leases or other engagements by such corporation entered into with any person or persons, corporation or corporations. But said Commissioners shall not be required to give publicity to such information, contracts, agreements, leases or other engagements, if in their judgment the public interests do not require it or the welfare and prosperity of railway corporations of this State might be thereby otherwise injuriously affected. Every officer, agent or employee of any railroad company who shall, upon due notice, neglect or refuse to make or furnish any statement or report required by said Commissioners in their judgment necessary to the purpose of this act, or who shall willfully hinder, delay or obstruct the said Commissioners in the discharge of the duties imposed by this act, shall be guilty of a misdemeanor.

Not to affect legal rights.

§ 8. No personal examination, request or advice of the said Board of Railroad Commissioners, nor any investigation or report made by the same shall have the effect to impair, in any manner or degree, the legal rights, duties or obligations of any railroad corporation or its legal liability for the consequence of its acts, or of the neglect or mismanagement of any of its agents or servants.

Annual report to Legislature; duty of Board; duty of Board to recommend and draft bills, etc.; change of railway laws.

§ 9. The said Board of Railroad Commissioners shall make an annual report to the Legislature of their doings, including such statements, facts and explanations

as will disclose the actual working of the system of railroad transportation in its bearing upon the business and prosperity of the State, and such suggestions as to the general railroad policy of the State, or the amendment of its laws, or as to the condition, affairs or conduct of any of the railroad corporations as may seem to them appropriate. And the said Board of Railway Commissioners shall be charged with the duty to recommend and draft for the Legislature such bills as will, in their judgment, protect the people's interest in and upon the railways of this State. And it shall likewise be the duty of such Commissioners to take testimony upon, and have hearing for and against, any proposed change of the law relating to any railway or railways, or proposed change of the general law in relation to railways, if requested to do so by the Legislature, or by the committee on railroads of the Senate or Assembly, or by the Governor, or by any railroad company, or by any incorporated organization representing agricultural or commercial interests in the State, and such Commissioners shall thereupon report their conclusions, in writing, to the Legislature, or to such legislative committee, Governor, company, or such organization from whom the request to act emanated.

Board has power to prescribe form of report; notice, when blank form of returns to be furnished; tables and abstracts, what to be presented to Legislature in annual report; return to be preserved.

§ 10. The said Board of Railroad Commissioners shall have power to prescribe the form of the report required to be made by railroad corporations, under section 31 of chapter 140 of the Laws of 1850, entitled "An act to authorize the formation of railroad corporations, and to regulate the same," and may from time to time make such changes and additions in such form, giving to the corporation six months' notice, before the expiration of any fiscal year, of any such changes and additions which would require any alteration in the method or form of keeping their accounts, and the report by said "Act to authorize the formation of railroad corporations, and to regulate the same," of 1850, required to be made to the State Engineer and Surveyor, shall hereafter be made to such Board of Railroad Commissioners. Until such Board of Railroad Commissioners, however, shall change or alter the form of the report, the form now prescribed by law shall be followed by the said railroad corporations. And the said Board of Railroad Commissioners shall, on or before the fifteenth day of September in each year, furnish a blank form of such returns. When the return received from any corporation is defective, or believed to be erroneous, the Board shall notify the corporation to amend the same within thirty days. The said Board shall prepare such tables and abstracts of all the returns as they shall deem expedient, and which shall be contained in their annual report, and their annual report shall be transmitted to the Legislature on or before the second Monday in January, each year, and which annual report shall, among other things, contain an abstract of the proceedings of the Board during the preceding year; and also drafts of bills which have been submitted by the Board to the Legislature, and the reason therefor, and such suggestions as to the workings of the laws of the State, on the subject of railways and transportation, as to the said Board may seem proper and expedient. The originals of the returns as amended, subscribed and sworn to as now provided by law, or as hereafter to be provided by the said Board of Railway Commissioners, shall be preserved in the office of the Board.

Commissioners' edition of annual report; how distributed.

§ 11. There shall be printed, in addition to the regular number prescribed by law, as a public document of the State, 500 copies, to be bound in cloth, of the annual report of Railroad Commissioners, with the returns of the corporations for the use of the said commissioners, and to be distributed by them to such railroad corporations and other bodies of persons interested therein, in the discretion of the said Commissioners.

Salaries of clerical force; temporary employment of engineers, accountants and experts; passes; State to procure necessary books, etc.; reimbursement of Commissioners for expenses and disbursements, also for clerks and marshal; salaries and expenses to be audited by Comptroller; appropriation.

§ 12. The annual salary of each Commissioner shall be \$8,000, payable quarterly from the treasury of the State. The annual salary of the chief clerk or secretary

shall be \$3,000, and of the marshal, \$1,500, payable from the treasury of the State. The said Board shall also have power to employ such additional clerical force, not exceeding in number three persons, however, at salaries not to exceed in the aggregate the sum of \$3,000 per annum, as they may find necessary for the purpose of preparing the reports required by this act, and such other clerical duties as may be required of them by said Board. And such Board of Railroad Commissioners may have the power to employ engineers, accountants and other experts, whose services they may deem to be of temporary importance in the conducting of any investigation herein provided. In the discharge of the duties of their office they shall be transported over the several railroads in the State free of charge upon passes signed by the Secretary of State; they may employ and take with them experts or other agents whose services they may deem to be temporarily of importance, and who shall also be transported, while on such duty, free of charge upon passes signed by the Secretary of State; and they shall have procured for them by the State the necessary books, maps and statistics incidentally necessary for the discharge of the duties of their office; and they shall also have reimbursed to them quarterly the expenses and disbursements they may have incurred in traveling, and for the necessary travel expenses and disbursements of their clerks, marshal, and of experts; which expenses, however, shall not exceed in the aggregate \$500 a month; and a statement of such expenditures in detail shall accompany the annual report. The salaries and expenses authorized by this act shall be audited and allowed by the Comptroller, and paid in the first place by the State Treasurer upon the order of the Comptroller, out of any unappropriated funds from time to time remaining in the treasury. The sum of \$50,000, or so much thereof as may be necessary, is hereby appropriated to carry out the provisions of this act. (*Thus amended by chap. 388, Laws of 1883.*)

Limit of total annual expense to be borne by railroads; apportioned by Comptroller and State Assessors.

§ 13. The annual total expense of the said Board of Railroad Commissioners, including salaries for Commissioners' clerks and marshal, and additional clerical force, printing of additional copies of report, as provided by section eleven of this act, and all other expenses incident to said Board, excepting only rent of office, shall not exceed the sum of \$50,000; and such expenses shall be borne by the several corporations owning or operating railroads according to their means, to be apportioned by the Comptroller and State Assessors, who, on or before the first day of July in each year, shall assess upon each of said corporations its just proportion of said expenses, one-half in proportion to its net income for the year next preceding that in which the assessment is made, and one-half in proportion to the length of main track or tracks on road, and such assessment shall be collected in the manner provided by law for the collection of taxes upon corporations.

See chap. 441, Laws of 1884, at page 417 hereof.

Right of Commissioners to enter cars, offices and depots; not to solicit appointments, etc.; penalty for violation; not to accept passes or gratuities from railroad companies; applicable to employees; revealing information a misdemeanor.

§ 14. Said Railroad Commissioners, and either of them, shall have the right in their or his official capacity to enter and remain during business hours in the cars, offices and depots, and upon the railroads of any railroad company within this State, in the performance of official duties; but said Railroad Commissioners shall not, directly or indirectly, solicit or request from, or recommend to any railroad corporation, or any officer, attorney or agent thereof, the appointment of any person or persons to any place or position, nor shall any railroad corporation, its attorney or agent, offer any place, appointment or position or other consideration to such Commissioners, or either of them, nor to any clerk or employee of said Commissioners whatever; neither shall said Commissioners, nor their secretary, clerks, agents, employees or experts accept, receive or request any pass from any railroad in this State for themselves or for any other person, or any present, gift or gratuity of any kind from any railroad corporation, and the request or acceptance by them, or either of them, of any such place or position, pass, presents,

gifts or other gratuity shall work a forfeiture of the office of the said Commissioner or Commissioners, secretary, clerk or clerks, agent or agents, employee or employees, expert or experts, who shall be guilty thereof: and any violation of this section, or of any part thereof, shall also be deemed a misdemeanor and punishable as such, and any Commissioner, secretary, clerk, agent, employee or expert who shall secretly reveal any information gained by him from one railroad company to any other railroad company or person shall be guilty of a misdemeanor. (*Thus amended by chap. 388, Laws of 1883.*)

Repeal.

§ 15. All acts and parts of acts inconsistent with the foregoing provisions are hereby repealed.

CHAP. 421, LAWS OF 1884.

AN ACT in relation to certified copies of documents in the office of the Board of Railroad Commissioners, the fees to be charged therefor, and providing for a seal for the use of the Board.

Certified copies evidence.

SECTION 1. Copies of all official documents, filed or deposited, according to law, in the office of the Board of Railroad Commissioners, when certified by a member of the Board or by its Secretary, in the form of and pursuant to law, shall, in all cases, be evidence equally and in like manner as the originals.

The Board of Railroad Commissioners shall have an official seal, to be prepared by Secretary of State, to be used on all certified copies.

§ 2. The Board of Railroad Commissioners shall have an official seal to be prepared by the Secretary of State in accordance with the provisions of "An act to establish the original arms of the State of New York and to provide for the use thereof on the public seals," being chapter one hundred and ninety of the laws of eighteen hundred and eighty-two, and such seal shall thereafter be used upon all certified documents issued from said Board.

Fees.

§ 3. The Board of Railroad Commissioners shall hereafter charge and collect the following fees: For copies of papers and records not required to be certified or otherwise authenticated by said Board, ten cents for each folio of one hundred words; for certified copies of official documents filed in said office, fifteen cents for each folio of one hundred words, and one dollar for every certificate under seal affixed thereto; for each certified copy of the quarterly report made by railroads to the Board, fifty cents; for each certified copy of the annual report of the Board, one dollar and fifty cents.

Id.

§ 4. For certified copies of evidence and proceedings before the Board, fifteen cents for each folio of one hundred words.

Id.

§ 5. No fees shall be charged or collected for copies of papers, records or official documents furnished to public officers, for use in their official capacity or for annual reports in the ordinary course of distribution.

Fees to be paid quarterly, accompanied with a detailed statement, into the State treasury.

§ 6. All fees charged and collected by the Board belong to the people of this State, and shall be paid quarterly, accompanied with a detailed statement thereof, into the treasury of the State, to the credit of the general fund.

Repeal.

§ 7. All acts and parts of acts inconsistent with this act are hereby repealed.

CHAP. 441, LAWS OF 1884.

AN ACT to define the duties of certain officers of the Board of Railroad Commissioners, to regulate the power of issuing subpoenas, and to limit the number of clerks thereof.

Defining powers and duties of chief clerk or secretary; power to issue subpoena now vested in chairman of Board of Railroad Commissioners or two Commissioners; proceeding where subpoena is disobeyed; may administer oaths; salary, etc.; to take constitutional oath; when ineligible to hold such position.

SECTION 1. The chief clerk or secretary of the Board of Railroad Commissioners shall keep a full and faithful record of the proceedings of said Board; he shall be the custodian of the records thereof, and file and preserve at the general office of said Board all books, maps, documents and papers intrusted to his care, and shall be responsible to said Board for the same. Under the direction of said Board he shall be its executive officer, shall have general charge of its office, superintend its clerical business, conduct its correspondence, be the medium of communication of its decisions, recommendations, orders and requests, and shall perform such other business as the Board may prescribe. The power to issue subpoenas, heretofore vested in the chief clerk or secretary of said Board, shall hereafter be vested in the chairman of the Board or by two of the members thereof, and if a person who is duly subpoenaed does not obey such subpoena without reasonable cause, or if, when attending or brought before said Board, or a member thereof authorized to examine him, he shall refuse, without reasonable cause, to be examined; or to answer a legal and pertinent question; or to produce a book or paper which he is directed to bring by terms of the subpoena; or to subscribe his deposition after it has been correctly reduced to writing, the Board may take such proceedings as are provided by the Code of Civil Procedure. The secretary shall have power to administer oaths in all cases pertaining to the duties of his office. He shall receive as salary \$4,000 per annum, payable monthly, and shall hold his office at the pleasure of the Board. He shall take the constitutional oath of office and be sworn to the due and faithful performance of the duties of his office, and no person in the employ of, or holding any official relation to any railroad corporation, or owning stock or bonds in any railroad corporation, or who is in any manner pecuniarily interested in any firm or corporation having business relations with any railroad corporation, shall hold such office. (*Thus amended by chap. 509, Laws of 1886.*)

Accountant, appointment of; salary; duties; to take constitutional oath.

§ 2. The Board of Railroad Commissioners may appoint an accountant at a salary not exceeding \$3,000 per annum, payable monthly, who shall be thoroughly skilled in railroad accounting, whose duty it shall be to make, under the directions of the said Board, examinations of the books and accounts of railroad companies and other corporations under the provisions of chapter 353, Laws of 1882. Under the direction of the Board he shall supervise the quarterly and annual reports made by the railroad companies to the Board, collect and compile railroad statistics and perform such other duties as the Board may prescribe. Said accountant shall take the constitutional oath of office and be sworn to the due and faithful performance of the duties of his office. He shall hold his office at the pleasure of the Board.

Inspector, appointment of; salary; duties; to take constitutional oath.

§ 3. The Board of Railroad Commissioners may appoint an inspector, at a salary not exceeding \$3,000 per annum, payable monthly, who shall be a civil engineer and one skilled in railroad affairs, whose duty it shall be to make such inspections of railroads and other matters relating thereto, as directed by the Board and report to it. Said inspector shall take the constitutional oath of office and be sworn to the due and faithful performance of the duties of his office. He shall hold his office at the pleasure of the Board.

Clerical force.

§ 4. The Board of Railroad Commissioners may appoint such additional clerical force as may be necessary for the transaction of business of the Board, provided, however, that the number of such clerks shall not exceed six, and the aggregate salaries thereof shall not exceed \$6,000.

Comptroller to audit and allow salaries provided for in sections 1, 2, 3 and 4.

§ 5. The sums of money provided to be paid as salaries in sections 1, 2, 3 and 4 of this act shall be audited and allowed by the Comptroller and paid in the first place by the State Treasurer, upon the warrant of the Comptroller, out of any unappropriated funds remaining in the treasury, and the Comptroller shall reimburse the Treasurer in the sums advanced from the annual appropriation made in conformity with the provisions of chapter 353, Laws of 1882, for the maintenance of the Board of Railroad Commissioners

Repeal.

§ 6. All acts or parts of acts inconsistent with this act are hereby repealed.

CHAP. 310, LAWS OF 1886.

AN ACT to provide for the winding up of corporations which have been annulled and dissolved by legislative enactment.

Duty of Attorney-General.

SECTION 1. Whenever any corporation organized under the laws of this State shall be annulled and dissolved by an act of the Legislature, it shall be the duty of the Attorney-General immediately thereafter to bring a suit to wind up and finally settle and adjust the affairs of such annulled and dissolved corporation.

Suit, where to be brought.

§ 2. Such suit shall be brought in the Supreme Court in the name of the people of the State, in any county which the Attorney-General may select. The president, or vice-president, or secretary, or treasurer of such dissolved corporation, who may have been in office at the time of the dissolution thereof, shall be named, as such officer, as defendant in such suit, and the summons and complaint therein shall be served upon him. If, at the time of such annulment and dissolution, there shall not be one of the above designated officers of such corporation, then such suit shall be brought against and the summons and complaint therein served upon any one of the persons who were last acting as directors of such corporation.

Court to appoint receiver.

§ 3. It shall be the duty of the special term of the Supreme Court in the county designated in such summons and complaint, or of any judge of said court who resides, in the judicial department in which such county is situated, upon the presentation of a certified copy of the act of the Legislature annulling and dissolving a corporation, and of the summons and complaint founded thereon, immediately to appoint a receiver of the assets and property of such dissolved corporation; and the person so appointed shall be both the temporary and permanent receiver thereof, and shall give a bond with sureties to be approved by said court or such judge thereof, to the people of the State in the penalty of not less than \$10,000, conditioned for the faithful discharge of his duties as such receiver, and for his due accounting for, and paying over all moneys and property which may come to his hands as such receiver. No one of the officers, directors or stockholders of such corporation shall be appointed such receiver thereof.

Receiver to make inventory.

§ 4. Such receiver shall, immediately after his appointment and the approval of his bond, cause an inventory of all the property of such dissolved corporation to be taken and filed in the office of the clerk of the county in which such action is

pending, and for the purpose of ascertaining the nature, extent and location of such property, the said receiver shall have power to compel the attendance of witnesses, as hereinafter provided, and all evidence taken by or before said receiver in relation to such property shall be filed by him in the office of such county clerk.

Notice to creditors; powers and duties of receiver; creditors to present claims.

§ 5. The said receiver shall, immediately after his appointment, publish in two newspapers to be designated by said court, or such judge thereof, daily for one week, and for such longer time, not exceeding one month, as the said court or such judge thereof may by order designate, a notice to all creditors of such dissolved corporation to present their claims and demands against, and all evidences of indebtedness of such dissolved corporation, to such receiver at a time and place to be designated in such notice. Such receiver is hereby authorized to examine on oath any of such creditors, or claimants, or other witnesses, as to any and all matters pertaining to any claim or demand or evidence of indebtedness so presented. At the expiration of ten days from the date specified in such notice, or within such further time as may be allowed by said court or such judge thereof, the said receiver shall make a list of all the claims presented to or proved before him, in which list he shall specify the amount, origin and true consideration of each claim so presented to or proved before him, and the name of the person in whose behalf the same is presented or proved, and the date when such claimant became the true owner thereof. Such list when so completed shall be verified by such receiver, and shall thereupon be filed, together with such evidence as may have been taken by him, in the office of the said county clerk. The said receiver shall, immediately after such filing, publish a notice daily for fourteen days in two newspapers to be designated by said court, or such judge thereof, stating that such list will be presented to such court, or to a judge thereof, residing in such county, on a day and at a place to be designated in such notice, and the said court or such judge thereof will then and there be asked for an order directing the sale at public auction of all the property specified in such inventory. Any creditor or stockholder may appear and be heard at such time and place. It shall be the duty of said court, or of such judge thereof, to whom such list shall be presented, to examine the same together with such evidence as the receiver shall have taken, and to reject all claims, demands and evidences of indebtedness which were not legally incurred or created by said corporation, or which were in excess of its powers, or which are for any reason shown to be illegal; and no claim or demand shall be allowed for any greater amount than the money value of the consideration therefor, unless the said court or judge shall find and decide from the evidence taken by and before the receiver, that the person professing to own such claim does in truth own the same by reason of having taken a negotiable instrument or paper before the act dissolving and annulling the corporation alleged to be bound by such instrument or paper, and also before such instrument or paper was by its terms due, and that the same was taken for value paid and parted with in good faith before said act of dissolution and without knowledge or notice of any defect, want or deficiency of previous consideration, or other equity, off-set, or defense originally attaching to such instrument or paper, or to the claim or demand upon which the same are founded. Such examination and rejection shall be made by such court or such judge thereof, and not by any referee.

When claim of creditor is barred; right of creditor to appeal; sale of property; allowance to receiver; distribution of assets.

§ 6. All creditors whose claims shall not have been presented as above provided shall be barred from participating in the avails of the sale of the property described in said inventory. Any creditor whose claim may have been rejected, and who shall have appealed, may apply to said court or such judge thereof for an order that a pro rata amount of the avails of such sale which would have appertained to the claim of such creditor, had not the same been rejected, may be retained in court to abide the result of his appeal, and said court, or such judge thereof, shall have discretion to grant the same. Any claimant feeling aggrieved by such rejection may appeal therefrom to the general term and to the Court of Appeals, in the manner now provided by law for such appeals from orders in civil actions, but neither of such appeals shall stay the proceedings of such receiver, or court, or judge thereof, or a sale of such property as herein provided for. The

amount of all claims and demands so rejected by said court or such judge shall be deducted from the total amount of claims and demands so filed by the said receiver, and an entry of such rejection shall be made upon said list by said court or such judge, and thereupon the said court or such judge shall by order, reciting the proceedings direct the immediate sale by said receiver, at public auction, at a time and place and in the manner, and after such notice as may be provided in said order, of all the property in said inventory specified, to such person, firm or corporation as shall bid the highest sum or amount therefor. The receiver shall report to said court or such judge thereof, the name of the highest bidder, the amount bid, and thereupon said court or such judge thereof shall by order forthwith direct the said receiver by proper written instrument to convey and transfer all of the property described in said inventory, and offered for sale at said auction, to said highest bidder, who on receiving the same shall pay to the receiver the sum bid. The said court or such judge thereof, shall allow to the receiver two per cent upon the whole amount received by him from the sale of the property described in said inventory for his compensation as such receiver, and also his disbursements, including witness' fees, and the service of subpoenas, and to the Attorney-General, and to such other counsel as the receiver may find it necessary to employ, a reasonable counsel fee. The residue of the amount in the hands of the receiver shall be by him distributed among the owners of the claims in said list, which have been allowed subject to the deductions above provided for in case of an appeal, pro rata, or in full if such residue shall be sufficient therefor, and the receipts of such owners therefor shall be taken upon such list of claims. The balance of such residue, if any, shall be distributed among the lawful stockholders of such corporation in proportion to their interest therein.

Proceedings not to be stayed.

§ 7. No issue raised by answer, or demurrer, or otherwise to the complaint hereinbefore provided for shall stay the proceedings of the receiver, or court or a judge thereof.

Discharge of receiver.

§ 8. The said receiver after such payment may apply to said court, or a judge thereof, for his final discharge, and if it shall appear that the said receiver has in all things fulfilled his duty in the premises, the said court or judge shall grant such final discharge, and said receiver, until so discharged, may as such receiver sue for and collect all debts due, and demands owing to such corporation.

Subpoenas, by whom issued; receiver may administer oaths; false swearing, perjury.

§ 9. It shall be the duty of the clerk of the county in which such suit is brought, to issue, upon the request of the receiver, subpoenas to compel the attendance of witnesses to enable him to ascertain the nature, extent and location of the property of said corporation, and to give evidence concerning any claim which may be presented by any creditor against the estate of such corporation, which subpoenas shall be served in like manner as in civil actions, and the fees of the witness shall be the same as are now established by law in such actions. The receiver shall have full power and authority to administer oaths to all such witnesses and to any creditor of such dissolved corporation, and to examine them concerning the property of such dissolved corporation, and as to the claims presented against it. Disobedience to such subpoenas shall be a contempt of court, and shall be punished in like manner as other contempts of court are now punishable. Willful false swearing by any witness or creditor in any such examination shall be deemed perjury, and shall be punishable as such in like manner as if committed by a witness on a trial of a civil action.

Leave to sue receiver, how and where obtainable.

§ 10. All applications for leave to sue such receiver and all applications for injunctions to restrain his proceedings, shall be made only to the Supreme Court in the county in which such action was brought, and shall not be made to any other court, or to the Supreme Court in any other county, and shall not be granted except upon eight days' notice to the Attorney-General of the time and place of making such application.

Repeal, etc.

§ 11. This act shall take effect immediately, and all acts and parts of acts inconsistent therewith are hereby repealed.

CHAP. 378, LAWS OF 1883.**AN ACT in relation to receivers of corporations.****Application for appointment of receiver, where made.**

SECTION 1. Every application hereafter made for the appointment of a receiver of a corporation shall be made at a special term of the court held in and for the judicial district in which the principal business office of the corporation was located at the commencement of the action wherein such receiver is appointed, or in and for a county adjoining such district, and any order appointing a receiver, otherwise made, shall be void.

Compensation.

§ 2. Every receiver shall be allowed to receive as a compensation for his services as such receiver, five per cent for the first \$100,000 actually received and paid out, and two and one-half per cent on all sums received and paid out in excess of the said \$100,000.

Order appointing receiver to designate place of deposit.

§ 3. All orders appointing receivers of corporations shall designate therein one or more places of deposit, wherein all funds of the corporation not needed for immediate disbursement shall be deposited; and no deposits or investments of such trust funds shall be made elsewhere, except upon the order of the court upon due notice given to the Attorney-General.

Duties of receiver.

§ 4. It shall be the duty of every receiver of an insurance, banking or railroad corporation, or trust company, to present every six months to the special term of the Supreme Court, held in the judicial district wherein the place of trial or venue of the action or special proceeding in which he was appointed may then be, on the first day of its first sitting, after the expiration of said six months, and to file a copy of the same, if a receiver of a bank or trust company, with the bank superintendent; if a receiver of an insurance company, with the superintendent of insurance, and in each case with the Attorney-General, an account exhibiting in detail the receipts of his trust, and the expenses paid and incurred therein during the preceding six months; and it shall be unlawful for any receiver of the character specified in this section to pay to any attorney or counsel any costs, fees or allowances until the amounts thereof shall have been stated to the special term in this manner, as expenses incurred, and shall have been approved by that court by an order of the court duly entered; and any such order shall be the subject of review by the general term and the Court of Appeals on an appeal taken therefrom by any party aggrieved thereby. Of the intention to present such account, as aforesaid, the Attorney-General shall be given eight days' notice in writing, and the Attorney-General shall examine the books and accounts of such receiver at least once every twelve months. (*Thus amended by chap. 40, Laws of 1885.*)

Intervenor to pay his own legal expenses; no allowance to be made for costs to attorney.

§ 5. In case of the intervention of any policy holder or depositor, by permission of the court, such policy holder or depositor shall defray the legal expenses thereof, and no allowance shall be made for costs or fees to any attorney of such policy holder or depositor.

Receiver to close up affairs within one year.

§ 6. The affairs of every insolvent corporation now in the hands of any receiver shall be fully closed up by the receiver thereof within one year from the passage

of this act, unless the court, upon application by said receiver, and upon due notice to the Attorney-General, shall give additional time for that purpose.

Attorney-General may apply to have receiver removed; appeal.

§ 7. The Attorney-General may, at any time he deems that the interests of the stockholders, creditors, policy-holders, depositors or other beneficiaries interested in the proper and speedy distribution of the assets of any insolvent corporation will be subserved thereby, make a motion in the Supreme Court at a special term thereof, in any judicial district, for an order removing the receiver of any insolvent corporation and appointing a receiver thereof in his stead, or to compel him to account, or for such other and additional order or orders as to him may seem proper to facilitate the closing up of the affairs of such receivership, and any appeal from any order made upon any motion under this section shall be to the general term of said court of the department in which such motion is made.

Copies of all papers to be served on Attorney-General.

§ 8. A copy of all motions and all motion papers, and a copy of any other application to the court, together with a copy of the order or judgment to be proposed thereon to the court, in every action or proceeding now pending for the dissolution of a corporation or a distribution of its assets, or which shall hereafter be commenced for such purpose, shall, in all cases, be served on the Attorney-General, in the same manner as provided by law for the service of papers on attorneys who have appeared in actions, whether the applications but for this law would be *ex parte* or upon notice, and no order or judgment granted shall vary in any material respect from the relief specified in such copy or order, unless the Attorney-General shall appear on the return day and have been heard in relation thereto; and any order or judgment granted in any action or proceeding aforesaid, without such service of such papers upon the Attorney-General, shall be void, and no receiver of any such corporation shall pay to any person any money directed to be paid by any order or judgment made in any such action or proceeding, until the expiration of eight days after a certified copy of such order or judgment shall have been served as aforesaid upon the Attorney-General.

When applications under this act to be made; venue changed.

§ 9. All applications to the court contemplated by this act shall be made in the judicial district where the principal office of the insolvent corporation was located; and the venue of all actions or proceedings now pending, not in the judicial district where the principal office of the insolvent corporation was located, are hereby changed and transferred to the county and judicial district where such principal office was located.

Preference on calendar.

§ 10. All actions or other legal proceedings and appeals therefrom, or therein brought by or against a receiver of any of the insolvent corporations referred to in this act, shall have a preference upon the calendars of all courts next in order to actions or proceedings brought by the people of the State of New York.

Repeal.

§ 11. All acts or parts of acts inconsistent herewith are hereby repealed.

CHAP. 275, LAWS OF 1886.

AN ACT to amend chapter 378, Laws of 1883, entitled "An act in relation to receivers of corporations."

SECTION 1. Section 2, chapter 378, Laws of 1883, is hereby amended so as to read as follows:

Compensation.

§ 2. Every receiver shall be allowed to receive, as compensation for his services as such receiver, five per centum for the first \$100,000 received and paid out, and two and a half per centum on all sums received and paid out in excess of the said

\$100,000. But no receiver shall be allowed or shall receive, from such percentages or otherwise, for his said services for any one year, any greater sum or compensation than \$12,000, nor for any period less than one year more than at the rate of \$12,000 per year, provided that where more than one receiver shall be appointed, the compensation herein provided shall be divided between such receivers.

CHAP. 285, LAWS OF 1884.

AN ACT to provide for the transfer of securities and property by bankrupt corporations to the receivers of such corporations, and for the transfer by the Superintendent of the Insurance Department to receivers of insolvent life insurance and annuity companies of funds and securities deposited with such Superintendent by such company for the security of policy-holders.

Where receivers have or shall be appointed for any corporation other than insurance companies on application by Attorney-General, property to vest in receiver; proviso.

SECTION 1. In all cases where receivers have been or shall be appointed for any corporation of this State other than an insurance company, on application by the Attorney-General, all property, real and personal, and all securities of every kind and nature belonging to such corporation, no matter where located or by whom held, shall be transferred to, vested in and held by such receiver; provided, however, that such transfer shall only be made when directed by an order of the Supreme Court, due notice of the application for such order having been made on the Attorney-General, and the custodian of the funds, securities or property.

As to the general subject of taxation of real estate, etc., see chapter 13, part 1 of Revised Statutes. Also, chap. 411, Laws of 1885.

CHAP. 361, LAWS OF 1881.

AN ACT to amend chapter 542 of the Laws of 1880, entitled "An act to provide for raising taxes for the use of the State upon certain corporations, joint-stock companies and associations."

Certain officers of company to make annual report to Comptroller on or before fifteenth of November; where dividend not declared, stock to be estimated and declared; certificate to be sent Comptroller; appeals.

SECTION 1. Hereafter it shall be the duty of the president or treasurer of every association, corporation or joint-stock company liable to be taxed on its corporate franchise or business, as provided in section 3 of this act, to make report, in writing, to the Comptroller annually, on or before the fifteenth day of November, stating specifically the amount of capital paid in, the date, amount and rate per centum of each and every dividend declared by their respective corporations, joint-stock companies or associations during the year ending with the first day of said month. In all cases where any such corporation, joint-stock company or association shall fail to make or declare any dividend upon either its common or preferred stock during the year ending as aforesaid, or in case the dividend or dividends made or declared upon either its common or preferred stock during the year ending as aforesaid shall amount to less than six per centum upon the par value of the said common or preferred stock, the treasurer and secretary thereof, after being duly sworn or affirmed to do and perform the same with fidelity, according to the best of their knowledge and belief, shall, between the first and fifteenth days of November in each year, in which no dividend has been made or declared as aforesaid, or in which the dividend or dividends made or declared upon either its common or preferred stock amounted to less than six per centum upon the par value of said common or preferred stock, estimate and appraise the capital stock of such company upon which no dividend has been made or declared, or upon the par value of which the dividend or dividends made or declared amounted to less than six per centum, at its actual value in cash — not less, however, than the average price which said stock sold for during said year, and when the same shall have been so truly estimated and appraised, they shall forthwith

forward to the Comptroller a certificate thereof, accompanied by a copy of their said oath or affirmation, by them signed, and attested by the magistrate or other person qualified to administer the same: provided, that if the Comptroller is not satisfied with the valuation so made and returned, he is hereby authorized and empowered to make a valuation thereof, and to settle an account upon the valuation so made by him for the taxes, penalties and interest due the State thereon; and any association, corporation or joint-stock company dissatisfied with the account so settled may within ten days appeal therefrom to a board consisting of the Secretary of State, Attorney-General and State Treasurer, which board, on such appeal, shall affirm or correct the account so settled by the Comptroller, and the decision of said board shall be final; but such appeal shall not stay proceedings unless the full amount of the taxes, penalties and interest as due on said account, as settled by the Comptroller, be deposited with the State Treasurer

Comptroller to add ten per cent in case of failure to make report; proviso.

§ 2. If the said officers of any such corporation, joint-stock company or association shall neglect or refuse to furnish the Comptroller, on or before the fifteenth day of November of each and every year, with the report aforesaid, or the certificate of appraisement and oath or affirmation, as the case may be, as required by the first section of this act, or to pay the tax imposed on such corporation, company or association within fifteen days after the first of January, as provided in the fourth section of this act, it shall be the duty of the Comptroller of the State to add ten per centum to the tax of said corporation, company or association for each and every year for which such report or certificate of appraisement and oath or affirmation were not so furnished, or for which such tax shall not have been paid, which percentage shall be assessed and collected with the said tax in the usual manner of assessing and collecting such taxes; provided, that if said officers of any such corporation, joint-stock company or association shall intentionally fail to comply with the provisions of the first or fourth section of this act for one year, the Comptroller shall report the fact to the Governor, who, if he shall be made satisfied that such failure was intentional, shall thereupon direct the Attorney-General to take proceedings in the name of the people of this State, to declare the charter or privileges of said corporation, joint-stock company or association forfeited and at an end; and for such intentional failure duly found, the charter and privileges of every such corporation, company or association shall cease, end and be determined.

Annual tax; how computed.

§ 3. Every corporation, joint-stock company or association whatever, now or hereafter incorporated or organized under any law of this State, or now or hereafter incorporated or organized by or under the laws of any other State or country and doing business in this State, except savings banks and institutions for savings, life insurance companies, banks and foreign insurance companies, and manufacturing or mining corporations carrying on manufacture of mining ores within this State, which exception shall not be taken to include gas companies or trust companies, shall be subject to and pay a tax as a tax upon its corporate franchise or business into the treasury of the State annually, to be computed as follows: If the dividend or dividends made or declared by such corporation, joint-stock company or association, during any year ending with the first day of November, amount to six or more than six per centum upon the par value of its capital stock, then the tax to be at the rate of one-quarter mill upon the capital stock for each one per centum of dividends so made or declared; or if no dividend be made or declared, or if the dividend or dividends made or declared do not amount to six per centum upon the par value of said capital stock, then the tax to be at the rate of one and one-half mills upon each dollar of the valuation of the said capital stock made in accordance with the provisions of the first section of this act; and in case any such corporation, joint-stock company or association shall have more than one kind of capital stock—as, for instance, common and preferred stock, and upon one of said stocks a dividend or dividends amounting to six or more than six per centum upon the par value thereof has been made or declared, and upon the other no dividend has been made or declared, or the dividend or dividends made or declared thereon amount to less than six per centum upon the par value thereof, then the tax shall be at the rate

of one-quarter mill for each one per centum of dividend made or declared upon the capital stock upon the par value of which the dividend or dividends made or declared amount to six or more than six per centum, and in addition thereto tax shall be charged at the rate of one and one-half mills upon each dollar of valuation made also in accordance with the provisions of this act, of the capital stock upon which no dividend was made or declared, or upon the par value of which the dividend or dividends made or declared did not amount to six per centum. (*Thus amended by chap. 359, Laws of 1885.*)

When payable.

§ 4. It shall be the duty of the treasurer or other officer having charge of any corporation, joint-stock company or association, upon which a tax is imposed by either of the preceding sections of this act, to transmit the amount of said tax to the treasury of the State within fifteen days after the first day of January in each and every year.

§ 5 relates only to insurance companies.

Tax on railroad, steamboat and other companies; rate of tax.

§ 6. In addition to the taxes above provided for, every corporation formed for railroad, canal, steamboat, ferry, express, navigation or transportation purposes, and every elevated railway company, and every other corporation, joint-stock company or association now or hereafter incorporated or organized by or under any law of this State, or now or hereafter incorporated or organized by or under the laws of any other State or country and doing business in this State, and owning, operating or leasing to or from another corporation, joint-stock company or association, any railroad, canal, steamboat, ferry, express, navigation, pipe line or transportation route or line or elevated railway, or other device for the transportation of freight or passengers, or in any way engaged in the business of transporting freights or passengers, and every telegraph company or telephone company incorporated under the laws of this or any other State, and doing business in this State, and every express company or association, palace car or sleeping car company or association incorporated or unincorporated, doing business in this State, shall pay to the State Treasurer for the use of the State, as a tax upon its corporate franchise or business in this State, a tax at the rate of five-tenths of one per centum upon the gross earnings in this State of said corporation or company or association, for tolls, transportation, telegraph, telephone or express business transacted in this State.

When payable; report of gross earnings; report for six months ending June 30, 1881; ten per cent to be added in case of neglect.

§ 7. The tax imposed under section 6 of this act shall, after the 1st day of August, 1881, be paid annually on the first day of August of each year. It shall be the duty of the president, secretary or other proper officer of the corporations, joint-stock companies or associations referred to in section 6 of this act to transmit to the Comptroller, on the first day of August in each year, a statement under oath or affirmation of the amount of the gross earnings of said associations, corporations or joint-stock companies derived from all sources during the year ending with the preceding thirtieth day of June, together with the amount of tax imposed thereon, by section 6. And it shall also be the duty of the president, secretary or other proper officer of the corporations, joint-stock companies or associations referred to in section 6 of this act to transmit to the Comptroller on the 1st day of August, 1881, a statement, under oath or affirmation, of the amount of the gross earnings of the said associations, corporations or joint-stock companies derived from all sources during the six months ending with the 30th day of June, 1881, together with the tax imposed thereon by section 6 of this act. And if any such corporation, joint-stock company or association shall neglect or refuse for a period of thirty days after any tax imposed by section 6 or 7 of this act becomes due, to make returns or to pay the same, the amount thereof, with the addition of ten per centum thereto, shall be collected for the use of the State as other taxes are recoverable by law from such corporation, joint-stock company or association.

Exempt from taxation for State purposes; proviso.

§ 8. The corporations, joint-stock companies and associations mentioned in this act as taxable shall hereafter be exempt from assessment and taxation for State purposes, except upon their real estate and as herein provided; but they shall in all other respects be liable to assessment and taxation as heretofore.

Tax, application of.

§ 9. The taxes imposed by this act, and the revenue derived therefrom, shall be applicable to the payment of the ordinary and current expenses of the State, and if any corporation, joint-stock company, person, partnership or association shall neglect or refuse to pay any tax by this act required to be paid, the same may be sued for in the name of the people of the State, and recovered in any court of competent jurisdiction, in an action to be brought by the Attorney-General at the instance of the Comptroller.

Saving section.

§ 10. All obligations, liabilities and taxes heretofore incurred or imposed under said act, chapter 542 of Laws of 1880, are saved and shall be enforced as if the said act had not been hereby amended.

Amount of capital stock employed in this State to be basis of tax; if dissatisfied, comptroller may fix them out.

§ 11. The amount of capital stock which shall be the basis for tax under the provisions of section three of this act, in the case of every corporation, joint-stock company and association liable to taxation thereunder, shall be the amount of capital stock employed within this State. In making to the comptroller the report in writing or certificate of estimate and appraisal of the capital stock of such corporation, joint-stock company or association provided for by the first section of this act, it shall be the duty of the president or treasurer thereof, as the case may be, to state specifically the amount of capital stock employed within this State, of such corporation, joint-stock company or association. Whenever the comptroller is dissatisfied with such report or certificate of estimate and appraisal, as the case may be, of any corporation, joint-stock company or association whose capital is only partially employed within this State, he is authorized and empowered to ascertain, fix and determine the amount of capital employed within this State, and to settle an account for the taxes and penalties due the State thereon. (*Added by chap. 501, Laws of 1885.*)

In case of failure to make report, comptroller may examine books and records, and make report.

§ 12. Whenever any corporation, joint-stock company or association liable to make reports or certificates of estimate and appraisal to the comptroller, under any of the provisions of this act, shall neglect or refuse to make such report or reports within the time prescribed in this act, or shall make such report or certificate as shall be unsatisfactory to the comptroller, the comptroller is authorized to examine, or cause to be examined, the books and records of any such corporation, joint-stock company or association, and to fix and determine the amount of tax and penalty due in pursuance of the provisions of this act, either from the said books and records, or from any other data in his possession which shall be satisfactory to him, and to settle an account for said tax and penalty, together with the expenses of such examination, against said corporation, joint-stock company or association. (*Added by chap. 501, Laws of 1885.*)

Comptroller may issue subpoenas and examine witnesses; penalty for failure to obey subpoena.

§ 13. Whenever the comptroller shall deem it necessary or important to examine any person as a witness upon any subject or matter relating to the amount of capital stock of such corporation, or to use, examine or inspect any book, account, voucher or document in possession of any officer of such corporation, or other person, or under his control, relating to such capital stock and tax, he shall have the power to issue a subpoena in proper form, commanding such person or officer

to appear before him or some person designated as commissioner by him by an appointment in writing, filed in the office of such comptroller, at a time and at the place where the principal office of such corporation is situated within this State in such subpoena specified, to be examined as a witness, and such subpoena may contain a clause requiring such person or officer to produce on such examination all books, papers and documents in his possession or under his control, relating to the capital stock of such corporation and the amount thereof employed within this State. Such subpoena shall be served upon the person named by showing him the original subpoena and delivering to and leaving with him at the same time a copy thereof. The comptroller or the commissioner so designated by him as aforesaid may administer oaths to such persons as he may desire to examine, so brought before him by subpoena or otherwise, and examine them on oath in relation to any matter which may in any wise be material in determining the amount of the tax to be paid by any such corporation, joint-stock company or association as aforesaid. Whenever any person duly subpoenaed to appear and give evidence as aforesaid, or to produce any books and papers as hereinbefore provided, shall neglect or refuse to appear or to produce such books and papers according to the exigency of such subpoena, or shall refuse to testify before said comptroller or the commissioner so designated by him, or to answer any proper and pertinent question, he shall be deemed in contempt, and thereupon any justice of the supreme court of the judicial district within which the principal office of such corporation within this State is situated shall, upon the motion of the comptroller, based upon affidavit showing the commission of the offense, either, first, make an order requiring the accused to show cause before him, at a time and place specified therein, why the accused should not be punished for the alleged offense; or, second, issue a warrant of attachment directed to the sheriff of a particular county, or generally directed to the sheriff of any county where the man may be found, commanding him to bring him before said justice either forthwith or at a time and place therein specified to answer for the alleged offense. On the return of said attachment and the production of the body of the defendant therein the said justice shall have jurisdiction in the matter, and the person charged may purge himself of the contempt in the same way, and the same proceedings shall be had, and the same penalties may be imposed and the same punishments inflicted as in the case of a witness subpoenaed to appear and give evidence as is prescribed in title 3, chapter 17 of the Code of Civil Procedure, in proceedings to punish a contempt of court other than a criminal contempt. (*Added by chap. 501, Laws of 1885.*)

Comptroller to settle and adjust all accounts against corporations, for taxes and penalties since May 12, 1882; proviso as to payments made before August 1, 1885.

§ 14. The comptroller is hereby authorized and directed, upon application to him made by any corporation, joint-stock company or association, to make, settle and adjust all accounts against such corporation, joint-stock company or association, for all taxes and penalties arising under the third section of this act since the 12th day of May, A. D. 1882, by taking as a basis for taxation the capital employed within the State by such corporation, joint-stock company or association. Provided, however, that such corporation, joint-stock company or association shall not be entitled to the benefit of a settlement upon such basis unless it shall have secured such adjustment and paid into the treasury the full amount of the taxes so settled, before the 1st day of August, 1885, nor shall this section apply to the case of any tax for which suit shall have been heretofore brought by the attorney-general, in which suit the trial has been commenced, or in which judgment shall have been entered heretofore for the people for the amount of said tax. Any corporation, joint-stock company or association whose capital has heretofore been only partially employed within this State, and which is now liable for taxes arising under the third section of this act since the 12th day of May, A. D. 1882, and which are still due and unpaid, may, at any time prior to the 1st day of August, 1885, pay to the State treasurer, for the use of the State, in full discharge of the same, such sum of money as shall be fixed by the comptroller as the tax due for the said period by the said corporation, joint-stock company or association, upon the basis of the capital employed within the State. Provided, that this section shall

not apply to the case of any tax for which suit may have heretofore been brought by the attorney-general, and for which judgment shall have been entered therein, or if in such suit trial has been commenced. (*Added by chap. 501, Laws of 1885.*)

Interest.

§ 15. All accounts hereafter settled by the comptroller agreeably to the provisions of this act shall bear interest from a date thirty days after the sending of notice of settlement hereinafter provided for until full payment thereof shall be made. (*Added by chap. 501, Laws of 1885.*)

Comptroller to give notice before making settlement of taxes.

§ 16. It shall be the duty of the comptroller after making with any partnership, corporation, joint-stock company or association liable to taxation under any of the provisions of this act, the settlement of such taxes, to forthwith send notice hereof, in writing, to such person, partnership, corporation, joint-stock company or association, which notice may be sent by mail to the post-office address of such corporation, joint-stock company or association. (*Added by chap. 501, Laws of 1885.*)

Provisions in relation to review of comptroller; determination by writ of certiorari.

§ 17. No writ of certiorari to review the determination and settlement of the comptroller as to the amount of capital used within the State by any corporation, joint-stock company or association, and as to the tax and penalty to be paid thereon, shall be granted, except application therefor be made within thirty days after service upon such corporation, joint-stock company or association by the comptroller of notice of such settlement. Nor shall any such writ be granted except the papers upon which motion therefor is to be made, including notice of motion, shall have been served upon the comptroller at least eight days before such motion, nor unless the corporation, joint-stock company or association applying for such writ shall, before making such motion, have deposited with the State treasurer the full amount of taxes, penalties and charges so settled and adjusted by the comptroller, and file with him an undertaking in such amount and with such sufficient sureties as shall be approved by one of the justices of the supreme court of this State, to the effect that if said writ be vacated and the determination of the comptroller sustained, the applicant for the writ will make payment of all costs and charges which may accrue against such applicant in the prosecution of such writ, including costs on all appeals. (*Added by chap. 501, Laws of 1885.*)

Comptroller may issue warrant for collection after thirty days.

§ 18. After the expiration of thirty days from the service by the Comptroller of notice of the settlement aforesaid, if no proceedings shall have been taken to review the same, as provided by this act, or if the deposit with the State treasurer of the amount of the said settlement, together with the undertaking, as provided for by this act, shall not then have been made, it shall be lawful for the comptroller to issue his warrant or warrants under his hand and seal of office directed to the sheriff of any county in this State, commanding him to levy upon and sell the goods and chattels, lands and tenements of the said corporation, joint-stock company or association found within the said county, for the payment of the amount of said settlement, together with interest thereon and costs of executing such warrant, and to return the said warrant to the comptroller, and pay to the State treasurer the money which shall be collected by virtue thereof, by a certain time therein to be specified, not less than sixty days from the date of such warrant. Such warrant shall be a lien upon and shall bind the personal estate of the person, partnership, corporation, joint-stock company or association against whom it shall be issued, from the time an actual levy shall be made by virtue thereof, and the sheriff to whom such warrant shall be directed shall proceed upon the same in all respects with the like effect and in the same manner as prescribed by law in respect to executions issued against property upon judgments rendered by a court of record, and shall be entitled to the same fees and costs for his services in executing the same, to be collected in the same manner. (*Added by chap. 501, Laws of 1885.*)

CHAP. 143, LAWS OF 1886.

AN ACT to tax stock corporations for the privilege of organization.

State tax on capital stock.

SECTION 1. Every corporation, joint-stock company or association incorporated by or under any general or special law of this State, having capital stock divided into shares, shall pay to the State Treasurer, for the use of the State, a tax of one-eighth of one per centum upon the amount of capital stock which said corporation, joint-stock company or association is authorized to have, and a like tax upon any subsequent increase thereof. The said tax shall be due and payable upon the incorporation of said corporation, joint-stock company or association, or upon the increase of the capital thereof; and no such corporation, joint-stock company or association shall have or exercise any corporate powers until the said tax shall have been paid. And the Secretary of State and any county clerk shall not file any certificate of incorporation or articles of association, or certify or give any certificate to any such corporation, joint-stock company or association, until he is satisfied that the said tax has been paid to the State Treasurer. And no such company incorporated by any special act of the Legislature shall go into operation, or exercise any corporate powers or privileges until said tax has been paid as aforesaid. But this act shall not apply to literary, scientific, medical and religious corporations, or corporations organized under the banking laws of this State.

Applicable to general fund.

§ 2. The taxes imposed by this act and the revenue derived therefrom, shall be applicable to the general fund and for the payment of those claims and demands which shall constitute a lawful charge upon that fund.

CHAP. 266, LAWS OF 1886.

AN ACT to provide for the more certain recovery of State taxes from delinquent associations, corporations and joint-stock companies.

Recovery of delinquent taxes; provisions as to prosecution of suits for such taxes.

SECTION 1. For the better enforcement of chapter five hundred and forty-two, of the laws of eighteen hundred and eighty and the acts amendatory thereof, it shall be lawful for any person having knowledge of the evasion of taxation under said acts by any association, corporation or joint-stock company liable to taxation thereunder, to report such fact to the Comptroller, together with such information as may be in his possession as may lead to the recovery of such taxes from said association, corporation or joint-stock company; and whenever in the opinion of the Attorney-General or Comptroller the interests of the State require it, either of them is hereby authorized to employ such person so reporting such evasion to assist in the collection and preparation of evidence and in the prosecution and trial of suits for such taxes; and so much of the sum collected from such delinquent association, corporation or joint-stock company, by reason of such report or such services, as shall have been agreed upon by such person and the Attorney-General or Comptroller as a compensation therefor shall be paid to such person, provided that the sum so paid shall not exceed ten per centum of the amount so collected; and provided further, that nothing whatever shall be paid to such person for such purpose unless there shall be a recovery of taxes from such delinquent association, corporation or joint-stock company by reason of such report or such services.

CHAP. 675, LAWS OF 1881.

AN ACT to facilitate the payment of school taxes by railroad companies.

Duty of school collector to deliver to county treasurer certain statement ; duty of county treasurer in the premises.

SECTION 1. It shall be the duty of the school collector in each school district in this State, except in the counties of New York, Kings and Cattaraugus, within five days after the receipt by such collector of any and every tax or assessment-roll of his district, to prepare and deliver to the county treasurer of the county in which such district, or the greater part thereof, is situated, a statement showing the name of each railroad company appearing in said roll, the assessment against each of said companies for real and personal property respectively, and the tax against each of said companies. It shall thereupon be the duty of such county treasurer, immediately after the receipt by him of such statement from such school collector, to notify the ticket agent of any such railroad company assessed for taxes at the station nearest to the office of such county treasurer, personally or by mail, of the fact that such statement has been filed with him by such collector, at the same time specifying the amount of tax to be paid by such railroad company. (*Thus amended, Laws of 1885, chap. 583.*)

Time in which tax may be paid with one per cent fees.

§ 2. Any railroad company hereafter organized, or which may hereafter be organized, under the laws of this State, may, within thirty days after the receipt of such statement by such county treasurer, pay the amount of tax so levied or assessed against it in such district and in such statement mentioned and contained, with one per centum fees thereon, to such county treasurer, who is hereby authorized and directed to receive such amount and to give proper receipt therefor.

If tax not paid within thirty days, duty of collector to collect ; limitation.

§ 3. In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of such county treasurer to notify the collector of the school district in which such delinquent railroad company is assessed, of its failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect such unpaid tax in the manner now provided by law, together with five per centum fees thereon ; but no school collector shall collect by distress and sale any tax levied or assessed in his district upon the property of any railroad company, until the receipt by him of such notice from the county treasurer.

Tax to be placed to credit of school district ; paid to collector on demand ; fees to go to collector on demand.

§ 4. The several amounts of tax received by any county treasurer in this State, under the provisions of this act, of and from railroad companies shall be by such county treasurer placed to the credit of the school district for or on account of which the same was levied or assessed, and on demand paid over to the school collector thereof, and the one per centum fees received therewith shall be placed to the credit of, and on demand paid to, the school collector of such school district.

Tax may be paid to collector direct.

§ 5. Nothing in this act contained shall be construed to hinder, prevent or prohibit any railroad company from paying its school tax to the school collector direct, as now provided by law.

CHAP. 110, LAWS OF 1858.

AN ACT to repeal parts of an act to amend chapter 13, part 1, of the Revised Statutes, entitled of the assessment and collection of taxes, and chapter 176 of the Laws of 1851, passed April 15, 1857.

Repeal.

SECTION 1. Sections 1 and 6 of chapter 586 of the Laws of 1857, are repealed, and that part of section 2 of the same chapter, which requires special notice to be given in case an assessment-roll includes property belonging to a railroad corporation, is also repealed.

CHAP. 694, LAWS OF 1867.

AN ACT in relation to the valuation of the property of railroad companies in school districts, for the purpose of taxation.

Duty of town assessors.

SECTION 1. It shall be the duty of the town assessors, within fifteen days after the completion of their annual assessment-list, to apportion the valuation of the property of each and every railroad, telegraph, telephone and pipe-line company as appears on such assessment-list, among the several school districts in their town, in which any portion of said property is situated, giving to each of said districts their proper portion, according to the proportion that the value of said property in each of such districts bears to the value of the whole thereof in said town. (*Thus amended by chap. 414, Laws of 1884.*)

Apportionment.

§ 2. Such apportionment shall be in writing, and shall be signed by said assessors, or a majority of them, and shall set forth the number of each district and the amount of the valuation of the property of each railroad, telegraph, telephone and pipe-line companies apportioned to each of said districts; and such apportionment shall be filed with the town clerk, by said assessors, or one of them, within five days after being made; and the amount so apportioned to each district shall be the valuation of the property of each of said companies, on which all taxes against said companies in and for said districts shall be levied and assessed, until the next annual assessment and apportionment. (*Thus amended by chap. 414, Laws of 1884.*)

When assessors neglect to make apportionment

§ 3. In case the assessors shall neglect to make such apportionment, it shall be the duty of the supervisor of the town, on the application of the trustees or board of education of any district, or of any railroad, telegraph, telephone and pipe-line company, to make such apportionment, in the same manner and with the like effect as if made by said assessors. (*Thus amended by chap. 840, Laws of 1885.*)

Town clerk to furnish certified statement when requested.

§ 4. The town clerk shall, whenever requested, furnish to the trustees or board of education of each district a certified statement of the amounts apportioned to such district, and the name of the company to which the same relates.

When alteration is made in school district.

§ 5. In case any alteration shall be made in any school district, affecting the property of any railroad, telegraph, telephone or pipe-line company, the officer making such alteration shall, at the same time, determine what change in the valuation of the said property in such district would be just, on account of the alteration of district, and the valuation shall be accordingly changed. (*Thus amended by chap. 840, Laws of 1885.*)

CHAP. 506, LAWS OF 1870.

AN ACT to facilitate the payment of taxes by railroad companies.

Annual statement to be delivered by clerks of the several boards of supervisors to county treasurer.

SECTION 1. It shall be the duty of the clerk of the board of supervisors of the several counties of this State (except New York and Kings counties), within five

days after the making out or issuing of the annual tax warrants by the board of supervisors of their respective counties, to prepare and deliver to the county treasurer a statement showing the title of all railroad corporations in such county, as appears on the last assessment-roll of the towns or cities in such county, the valuation of the property, real and personal, of such corporation in each town or city, and the amount of tax assessed or levied on such valuation in each town or city in their county.

Railroad companies may pay tax to county treasurer; fees of treasurer.

§ 2. Any railroad company heretofore organized under the laws of this State, or that may be hereafter organized, may, within thirty days after the receipt of such statement by the county treasurer, pay the amount of tax so assessed or levied on their property, with one per cent fees on said tax, to the county treasurer, who is hereby authorized and directed to receive such amounts and to give proper receipt therefor.

County treasurer to notify collector of non-payment of tax; duty of collector.

§ 3. In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of the county treasurer to notify the collector of all towns or cities in their county in which said company is assessed, of such failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect said tax in the manner now provided by law, together with five per cent fees: but no town or city collector shall collect any tax levied or assessed upon the property of any railroad company in said county, by the supervisors of the county, until the receipt of such notice from the county treasurer.

County treasurer to credit taxes; collector to be credited with fees; surplus to be paid to supervisor.

§ 4. The several amounts of tax so received by the county treasurer, of and from railroad companies, shall be placed to the credit of the town or city for or on account of which the same was levied or assessed, and to the credit of the fund or funds to which the same is now or shall be hereafter pledged or appropriated by law, and the one per cent fees also paid shall be placed to the credit of the collector of said city or town; and in case such amounts shall exceed the sum due from said town or city, the surplus shall, on demand, be paid to the supervisor of said town or city, who shall receive, hold and disburse the same as if received from the collector of said town or city.

Railroad company may pay tax to collector; proviso.

§ 5. Nothing in this act shall be construed to prevent any railroad company from paying their tax to the collector of towns or cities as now provided by law; nor shall the provisions of this act be construed to repeal or in any manner interfere with the provisions of chapter 907 of the Session Laws of 1869.

CHAP. 344, LAWS OF 1877.

AN ACT to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of town.

Railroad corporation may commute; money how applied.

SECTION 1. Whenever any railroad corporation assessed in any town or road district for highway labor shall elect to commute therefor, as provided by law, such corporation shall pay the commutation money to the commissioner or commissioners of highways of such town, and such moneys shall be applied and expended in the improvement of roads and buildings and maintenance of bridges of such towns. (*Thus amended, Laws of 1878, chap. 44.*)

Not applicable to incorporated villages when separate road district; proviso.

§ 2. This act shall not apply to incorporated villages which constitute a separate road district, nor shall it have the effect to repeal or modify chapter 63 of the Laws of 1872.

BONDING OF TOWNS AND RAILROAD AID DEBTS.

Several statutes of this State relative to the bonding of towns, etc., are omitted because by article VIII, section 11 of the Constitution of the State of New York, adopted November 3, 1874, and November 4, 1884, they are practically abrogated, as to any future application, and remain as applying only to the time prior to the adoption of said constitutional amendment. These acts are as follows: Chap. 693, Laws of 1866; chap. 907, Laws of 1869; chaps. 190, 438, 507, 597, Laws of 1870; chaps. 64, 140, 260, 283, 388, 923, Laws of 1871; chaps. 54, 62, 317, 516, 684, 624, 883, Laws of 1872; chap. 720, Laws of 1873; chap. 323, Laws of 1875; chap. 320, Laws of 1877; chap. 62, Laws of 1879; chaps. 68, 293, Laws of 1882.

Article VIII, Sec. 11, Constitution of the State of New York.

No county, city, town or village shall hereafter give any money or property, or loan its money or credit, to or in aid of any individual, association or corporation, or become directly or indirectly the owners of stock in or bonds of any association or corporation, nor shall any such county, city, town or village be allowed to incur any indebtedness except for county, city, town or village purposes. This section shall not prevent such county, city, town or village from making such provision for the aid or support of its poor as may be authorized by law. No county containing a city of over one hundred thousand inhabitants, or any such city, shall be allowed to become indebted for any purpose or in any manner to an amount which, including existing indebtedness, shall exceed ten per centum of the assessed valuation of the real estate of such county or city subject to taxation, as it appeared by the assessment-rolls of said county or city on the last assessment for state or county taxes prior to the incurring of such indebtedness; and all indebtedness in excess of such limitation, except such as may now exist, shall be absolutely void, except as herein otherwise provided. No such county or such city whose present indebtedness exceeds ten per centum of the assessed valuation of its real estate subject to taxation shall be allowed to become indebted in any further amount until such indebtedness shall be reduced within such limit. This section shall not be construed to prevent the issuing of certificates of indebtedness or revenue bonds issued in anticipation of the collection of taxes for amounts actually contained, or to be contained in the taxes for the year when such certificates or revenue bonds are issued and payable out of such taxes. Nor shall this section be construed to prevent the issue of bonds to provide for the supply of water, but the term of the bonds issued to provide for the supply of water shall not exceed twenty years, and a sinking fund shall be created on the issuing of said bonds for their redemption, by raising annually a sum which will produce an amount equal to the sum of the principal and interest of said bonds at their maturity. The amount hereafter to be raised by tax for county or city purposes, in any county containing a city of over one hundred thousand inhabitants, or any such city of this State, in addition to providing for the principal and interest of existing debt, shall not in the aggregate exceed in any one year two per centum of the assessed valuation of the real and personal estate of such county or city, to be ascertained as prescribed in this section in respect to county or city debt.

CHAP. 586, LAWS OF 1876.

AN ACT to provide for the sale of stock and bonds of bankrupt railroad companies by municipal corporations holding the same, and for the disposition of the proceeds of such stock or bonds.

Sale of stock or bonds authorized.

SECTION 1. Any municipal corporation within this State holding and owning any stock or mortgage bonds of any railroad company in this State which shall have been adjudicated bankrupt, or the property of which shall be in the possession of a receiver appointed under the laws of this State, or the railroad or other property of which shall have been sold, or shall have been deemed to be sold, by virtue of any decree of foreclosure of any mortgage executed by such railroad company, is hereby authorized to sell and dispose of such stock or mortgage bonds in the manner hereinafter provided.

When commissioners to give notice of sale; what notice to contain.

§ 2. The commissioner or commissioners of any municipal corporation within this State which shall have issued its bonds in aid of the construction of the railroad of any railroad company in this State within the provisions of section one of this act appointed to issue such bonds of any municipal corporation under any law of this State, or the successor or successors in office of any such commissioner or commissioners, on the application of the mayor and common council of any city, or of the board of trustees of any incorporated village, or of the supervisor of any town within this State, the bonds of which shall have been issued in aid of the construction of any such railroad, as aforesaid, shall forthwith publish a notice of the sale at public auction of the stock or mortgage bonds of any such railroad company held and owned by such municipal corporation as aforesaid, at such public place within the limits of such municipal corporation as such commissioner or commissioners may specify in such notice. The said notice shall specify the amount of such stock or bonds so held by said municipal corporation and the number of shares of such stock, and the amount of such bonds, respectively, and the name of the railroad company by which the same were issued, and shall be

published in two newspapers published in the county wherein such railroad may be situated, or if it extends through or into more than one county, then in two newspapers published in each county wherein such railroad may be situated, at least once in each week after the first publication of such notice, until the day of sale, which shall be not less than ten nor more than twenty days after the first publication of the said notice.

Sale, how and when made.

§ 3. On the day and at the place of sale specified in the notice aforesaid, the said commissioner or commissioners shall sell at public auction, to the highest bidder for cash, all the stock or mortgage bonds of any such railroad company so held and owned by such municipal corporation as aforesaid, in such parcel or parcels as in their discretion shall be most advantageous to the said municipal corporation, and shall deliver the same to the purchaser or purchasers thereof, and shall execute to such purchaser or purchasers any transfer or assignment of such stock or bonds necessary to transfer the same; and thereupon the purchaser or purchasers of such stock or bonds shall be vested with all the right, title, and interest of said municipal corporation, and of the said commissioner or commissioners in and to the stock or bonds so sold as aforesaid.

Proceeds of sale; disposition of.

§ 4. All moneys received by said commissioner or commissioners for any stock or mortgage bonds sold pursuant to the provisions of this act shall be immediately paid over to the treasurer or other officer of such municipal corporation having charge of its funds, in case of a town to the supervisor thereof for the use of such municipal corporation, and, after paying the expenses of such sale, shall be applied by such municipal corporation to the payment and extinguishment of its bonds issued in aid of said railroad company, and to no other purpose whatever; provided, that in case the municipal bonds so issued shall have been all paid before such sale, or in case the moneys realized from such sale shall be more than sufficient to pay off the municipal bonds issued as aforesaid in aid of such railroad corporation then outstanding, the proceeds of such railroad stock or bonds, or any such balance thereof, shall be applied by such municipal corporation to the payment of such other debt thereof, or to defray such other lawful charge thereupon as the common council of any such city, or the board of trustees of any such incorporated village, or the qualified voters of any such town, in town meeting, may direct.

Repeal.

§ 5. All acts and parts of acts, so far as they are inconsistent herewith, are hereby repealed.

CHAP. 522, LAWS OF 1881.

AN ACT in relation to the bonded indebtedness of villages, cities, towns and counties in this State created in aid of railroads.

Present bonded indebtedness may be paid by issue of new bonds; proviso as to rate of interest; cancellation of bonds taken up; when new bonds to be payable.

SECTION 1. The present bonded indebtedness of any village, city, town or county in this State, including interest past due and unpaid, may be paid up or retired by the issue of new bonds for like amount by the board of trustees, mayor and common council, town board, board of supervisors or supervisor, or railroad commissioners, or officer or officers, now having in charge according to law the payment of interest and principal on bonds herein proposed to be paid and retired, respectively of such village, city, town or county, provided, however, that such new bonds shall be issued only when existing bonds can be retired by the substitution therefor of such new bonds or can be paid up by money realized on the sale of such new bonds; and provided further, that such new bonds shall bear

interest at a rate not exceeding five per cent per annum, payable semi-annually. All existing bonds taken up by the substitution of such new bonds or paid under the provisions of this act shall be immediately canceled, and a certificate executed by the officers issuing such new bonds shall be forthwith made and filed by them in the county clerk's office of the proper county, which shall state the amount of existing bonds so canceled and of new bonds so issued. This act shall not be so construed as to authorize the issue of new bonds to supersede or pay existing bonds which have been adjudged invalid by the final judgment of a competent court. The new bonds so to be issued shall be made payable at any period or periods deemed advisable by the officers issuing the same, not less than two years or more than thirty years from their date; and shall bear date and draw interest from the date of the payment of existing bonds, or the receipt of money to pay existing bonds; and shall be issued in no case at less than for their par value. (*Thus amended, chap. 453, Laws of 1883.*)

New bonds to be valid, recital in same.

§ 2. The bonds issued under the provisions of this act when substituted or sold to retire existing bonds, by any authorized officers of any town, village, city or county, or their successors in office, shall be valid and binding on the town, village, city or county wherein they are issued, and such bonds shall contain a recital that they are issued under the provisions of this act, and such recital shall be conclusive evidence in any court of the validity of said bonds and the regularity of their issue.

New bonds exempt from taxation.

§ 3. All new bonds issued by any village, city, town or county in this State, under the provisions of this act, shall be exempt from taxation for town, county, municipal or State purposes until the period when they are made payable.

Commissioners, supervisors and financial officers required to report annually; to whom to report, and what.

§ 4. It shall be the duty of the railroad commissioners, supervisors and financial officers of towns, villages, cities and counties, having in charge the moneys received and collected, and responsible for the payment of the interest and principal due on bonds issued under this act, and they are hereby required to report annually to the board of supervisors of counties, the trustees of villages and the mayor and board of aldermen or common council of cities, as the case may be, as now required by law, the sum due and payable the succeeding year, both principal and interest on said bonds.

Tax to pay bonds.

§ 5. It shall be the duty of the boards of supervisors of counties, the trustees of villages, and the boards of aldermen, and the common councils of cities, and they are hereby required to levy and collect in each year upon the towns, villages, cities or counties severally obligated, moneys sufficient to pay such interest when and as it shall fall due, and the principal of such bonds when and as the same shall become due and payable.

CHAP. 316, LAWS OF 1886.

AN ACT in relation to the bonded indebtedness of villages, cities, towns and counties in this State, and to provide means for the payment and refunding thereof.

Bonded indebtedness, how paid up or retired; rate of interest on new bonds; old bonds to be canceled.

SECTION 1. The present bonded indebtedness of any village, city, town or county in this State, including interest past due and unpaid, may be paid up or retired by the issue of new bonds for like amounts by the board of trustees, mayor or common council, town board, board of supervisors or supervisor, or railroad commissioners or officer, or officers now having in charge according to law the payment of interest or principal on bonds herein proposed to be paid or retired respectively of such village, city, town or county; provided, however, that such new bonds shall be issued only when existing bonds can be retired by the substi-

published in two newspapers published in the county wherein such railroad may be situated, or if it extends through or into more than one county, then in two newspapers published in each county wherein such railroad may be situated, at least once in each week after the first publication of such notice, until the day of sale, which shall be not less than ten nor more than twenty days after the first publication of the said notice.

Sale, how and when made.

§ 3. On the day and at the place of sale specified in the notice aforesaid, the said commissioner or commissioners shall sell at public auction, to the highest bidder for cash, all the stock or mortgage bonds of any such railroad company so held and owned by such municipal corporation as aforesaid, in such parcel or parcels as in their discretion shall be most advantageous to the said municipal corporation, and shall deliver the same to the purchaser or purchasers thereof, and shall execute to such purchaser or purchasers any transfer or assignment of such stock or bonds necessary to transfer the same; and thereupon the purchaser or purchasers of such stock or bonds shall be vested with all the right, title, and interest of said municipal corporation, and of the said commissioner or commissioners in and to the stock or bonds so sold as aforesaid.

Proceeds of sale; disposition of.

§ 4. All moneys received by said commissioner or commissioners for any stock or mortgage bonds sold pursuant to the provisions of this act shall be immediately paid over to the treasurer or other officer of such municipal corporation having charge of its funds, in case of a town to the supervisor thereof for the use of such municipal corporation, and, after paying the expenses of such sale, shall be applied by such municipal corporation to the payment and extinguishment of its bonds issued in aid of said railroad company, and to no other purpose whatever; provided, that in case the municipal bonds so issued shall have been all paid before such sale, or in case the moneys realized from such sale shall be more than sufficient to pay off the municipal bonds issued as aforesaid in aid of such railroad corporation then outstanding, the proceeds of such railroad stock or bonds, or any such balance thereof, shall be applied by such municipal corporation to the payment of such other debt thereof, or to defray such other lawful charge thereupon as the common council of any such city, or the board of trustees of any such incorporated village, or the qualified voters of any such town, in town meeting, may direct.

Repeal.

§ 5. All acts and parts of acts, so far as they are inconsistent herewith, are hereby repealed.

CHAP. 522, LAWS OF 1881.

AN ACT in relation to the bonded indebtedness of villages, cities, towns and counties in this State created in aid of railroads.

Present bonded indebtedness may be paid by issue of new bonds; proviso as to rate of interest; cancellation of bonds taken up; when new bonds to be payable.

SECTION 1. The present bonded indebtedness of any village, city, town or county in this State, including interest past due and unpaid, may be paid up or retired by the issue of new bonds for like amount by the board of trustees, mayor and common council, town board, board of supervisors or supervisor, or railroad commissioners, or officer or officers, now having in charge according to law the payment of interest and principal on bonds herein proposed to be paid and retired, respectively of such village, city, town or county. provided, however, that such new bonds shall be issued only when existing bonds can be retired by the substitution therefor of such new bonds or can be paid up by money realized on the sale of such new bonds; and provided further, that such new bonds shall bear

interest at a rate not exceeding five per cent per annum, payable semi-annually. All existing bonds taken up by the substitution of such new bonds or paid under the provisions of this act shall be immediately canceled, and a certificate executed by the officers issuing such new bonds shall be forthwith made and filed by them in the county clerk's office of the proper county, which shall state the amount of existing bonds so canceled and of new bonds so issued. This act shall not be so construed as to authorize the issue of new bonds to supersede or pay existing bonds which have been adjudged invalid by the final judgment of a competent court. The new bonds so to be issued shall be made payable at any period or periods deemed advisable by the officers issuing the same, not less than two years or more than thirty years from their date; and shall bear date and draw interest from the date of the payment of existing bonds, or the receipt of money to pay existing bonds; and shall be issued in no case at less than for their par value. (*Thus amended, chap. 453, Laws of 1883.*)

New bonds to be valid, recital in same.

§ 2. The bonds issued under the provisions of this act when substituted or sold to retire existing bonds, by any authorized officers of any town, village, city or county, or their successors in office, shall be valid and binding on the town, village, city or county wherein they are issued, and such bonds shall contain a recital that they are issued under the provisions of this act, and such recital shall be conclusive evidence in any court of the validity of said bonds and the regularity of their issue.

New bonds exempt from taxation.

§ 3. All new bonds issued by any village, city, town or county in this State, under the provisions of this act, shall be exempt from taxation for town, county, municipal or State purposes until the period when they are made payable.

Commissioners, supervisors and financial officers required to report annually; to whom to report, and what.

§ 4. It shall be the duty of the railroad commissioners, supervisors and financial officers of towns, villages, cities and counties, having in charge the moneys received and collected, and responsible for the payment of the interest and principal due on bonds issued under this act, and they are hereby required to report annually to the board of supervisors of counties, the trustees of villages and the mayor and board of aldermen or common council of cities, as the case may be, as now required by law, the sum due and payable the succeeding year, both principal and interest on said bonds.

Tax to pay bonds.

§ 5. It shall be the duty of the boards of supervisors of counties, the trustees of villages, and the boards of aldermen, and the common councils of cities, and they are hereby required to levy and collect in each year upon the towns, villages, cities or counties severally obligated, moneys sufficient to pay such interest when and as it shall fall due, and the principal of such bonds when and as the same shall become due and payable.

CHAP. 316, LAWS OF 1886.

AN ACT in relation to the bonded indebtedness of villages, cities, towns and counties in this State, and to provide means for the payment and refunding thereof.

Bonded indebtedness, how paid up or retired; rate of interest on new bonds; old bonds to be canceled.

SECTION 1. The present bonded indebtedness of any village, city, town or county in this State, including interest past due and unpaid, may be paid up or retired by the issue of new bonds for like amounts by the board of trustees, mayor or common council, town board, board of supervisors or supervisor, or railroad commissioners or officer, or officers now having in charge according to law the payment of interest or principal on bonds herein proposed to be paid or retired respectively of such village, city, town or county: provided, however, that such new bonds shall be issued only when existing bonds can be retired by the substi-

tution therefor of such new bonds or can be paid up by money realized on the sale of such new bonds, but where the said bonded indebtedness shall become due within two years from the issue of the said new bonds, then such new bonds may be issued or sold to provide money in advance, with which to pay up such existing bonds, when they shall become due and payable; and provided further, that such new bonds shall bear interest at a rate not exceeding four per centum per annum, payable semi-annually or quarterly. All existing bonds taken up by the substitution of such new bonds, or paid under the provisions of this act, and all new bonds and coupons, when paid up as herein provided, shall be immediately canceled as now provided by law, and a certificate executed by the officers issuing such new bonds shall be forthwith made and filed by them in the county clerk's office of the proper county, which shall state the amount of existing bonds so canceled and of new bonds so issued. This act shall not be so construed as to authorize the issue of new bonds to supersede or pay existing bonds which have been adjudged invalid by the final judgment of a competent court. The new bonds so to be issued shall be made payable at any period or periods deemed advisable by the officers issuing the same, not less than one year nor more than forty years from their date; and shall bear date and draw interest from the date of the payment of existing bonds, or the receipt of the money to pay existing bonds; and an amount not less than two per cent of the whole amount of said bonds so issued shall be made payable and shall be paid and retired, each and every year after the issue thereof, and said bonds shall be issued in no case at less than for their par value.

Validity.

§ 2. The bonds issued under the provisions of this act when submitted* or sold to retire existing bonds, by any authorized officers of any town, village, city or county, or their successors in office, shall be valid and binding on the town, village, city or county wherein they are issued, and such bond shall contain a recital that they are issued under the provisions of this act, and such recital shall be conclusive evidence in any court of the validity of said bonds and the regularity of their issue.

Exempt from taxation.

§ 3. All new bonds issued by any village, city, town or county in this State, under the provisions of this act, shall be exempt from taxation for town, county, municipal or State purposes, until the period when they are made payable.

Duty of railroad commissioners.

§ 4. It shall be the duty of the railroad commissioners, supervisors and financial officers of towns, villages, cities and counties, having in charge the money received and collected, and responsible for the payment of the interest and principal due on bonds issued under this act, and they are hereby required to report annually to the board of supervisors of counties, the trustees of villages, and the mayor and board of aldermen or common council of cities as the case may be, as now required by law, the sum due and payable the succeeding year, both principal and interest, on said bonds.

Duty of boards of supervisors, common councils, etc.

§ 5. It shall be the duty of the boards of supervisors of counties, the trustees of villages, and the board of aldermen and the common council of cities, and they are hereby required to levy and collect in each year upon the towns, villages, cities or counties severally obligated, moneys sufficient to pay such interest when and as it shall fall due, and the principal of such bonds when and as the same shall become due and payable.

Commissioners to give bonds.

§ 6. Before the said commissioners or either of them shall enter upon the discharge of their duties under this act, they shall jointly and severally with two or more sureties execute to the supervisor of said town or city a bond in the penal sum equal to one-fourth the amount to be issued by said town or city under and by virtue of this act, conditioned for the faithful discharge of their duties as commissioners under this act and existing laws, and for the just and honest application by them of all moneys, or bonds issued by them or coming into their hands

*So in the original.

as such commissioners. The sufficiency of said sureties shall be determined by the supervisor of said town or city, or the county judge of the county wherein said town is situated, or any justice of the Supreme Court, and shall be indorsed on said bonds. The said bond shall immediately thereafter be deposited with the supervisor or supervisors of said town or city, to be collected by him or his successors in office for the use and benefit of said town or city, in case the said commissioners, or either of them, are guilty of such a breach of duty or malfeasance in office as to render said bonds collectible; and it is further provided, that any willful appropriation or embezzlement or wrongful conversion of any said town bonds, or the moneys arising from the same, or the moneys to be raised by a sale thereof, as provided by this act, or of moneys to be raised by tax as aforesaid, to an amount exceeding \$1,000, shall be a felony punishable by imprisonment in the State prison for a term not exceeding ten years.

CHAP. 421, LAWS OF 1875.

AN ACT to authorize towns, cities and villages to pay their bonds, issued for railroad purposes, by exchanging therefor their railroad stock or bonds, and to exchange their stock of any railroad corporation for the bonds of such corporation.

Town, city or village may exchange its bonds for railroad bonds or stocks; cancellation of bonds.

SECTION 1. It shall be lawful for any town, city or village to exchange the bonds and stock of any railroad corporation for and in payment of the bonds of any such town, city or village, heretofore issued in aid of any such railroad corporation, and it shall be lawful for any town, city or village to exchange the stock of any railroad corporation for the bonds of such corporation; and such exchange may be made by the officers of such town, city or village having the lawful charge and custody of such railroad stock and bonds, but the same shall not be thus exchanged for less than the par value thereof; and when any such exchange shall be made, report thereof shall be made, by the officers making the same, to the then next meeting of the board of auditors of their town, the common council of their city, or the board of trustees of their village; and the town, city or village bonds obtained by such exchange shall thereupon be canceled.

CHAP. 124, LAWS OF 1883.

AN ACT to amend chapter 522 of the Laws of 1881, entitled "An act in relation to the bonded indebtedness of villages, cities, towns and counties in this State, created in aid of railroads."

Indebtedness may be paid by issue of new bonds; proviso; existing bonds to be canceled; construction of act; new bonds when to be made payable.

SECTION 1. Section 1 of chapter 522 of the Laws of 1881, entitled "An act in relation to the bonded indebtedness of villages, cities, towns and counties in this State, created in aid of railroads," is hereby amended so as to read as follows.

§ 1. The present bonded indebtedness of any village, city, town or county in this State, which was created to aid in the construction of any railroad, or which was created in the renewal or extension of any such indebtedness, or of any part thereof, may be paid up or retired, in whole or in part, whether due or to fall due by the issue of a new bond or bonds by the board of trustees, mayor and common council, town board, board of supervisors, or supervisor or railroad commissioners, or officer or officers now having in charge, according to law, the payment of interest and principal on bonds herein proposed to be paid and retired, respectively, of such village, city, town or county; provided, however, that such new bond or bonds shall be issued only when the existing bond or bonds can be retired by the substitution therefor of such new bond or bonds, or can be paid up by money realized on the sale of such new bond or bonds; and provided, further, that such new bond or bonds shall bear interest at a rate not exceeding five per centum per annum, payable semi-annually. Any existing bond or bonds taken up by the substitution of such new bond or bonds, or paid under the provisions of this act, shall be immediately canceled, and a certificate executed officially by the officer

or officers issuing such new bond or bonds shall be forthwith made and filed by him or them in the county clerk's office of the proper county, which shall state the amount of the existing bond or bonds so canceled, and of the new bond or bonds so issued. This act shall not be so construed as to authorize the issue of new bonds to supersede or pay existing bonds which have been adjudged invalid by the final judgment of a competent court. The new bond or bonds issued under the provisions of this act shall be made payable at any period deemed advisable by the officer or officers issuing the same, not less than two years nor more than thirty years from their date, and shall bear date and draw interest from the date of the payment of the existing bond or bonds, or the receipt of money to pay the existing bond or bonds; and shall be issued in no case at less than their par value. (*See, however, section 1, chap. 522, Laws of 1881, as amended by chap. 453, Laws of 1883, page 436 hereof.*)

CHAP. 278, LAWS OF 1886.

AN ACT to authorize railroad commissioners to issue town bonds in place of bonds lost or destroyed.

New bonds may be issued in lieu of those lost or destroyed; bond of indemnity requisite.

SECTION 1. The railroad commissioners of any of the towns in this State, which have heretofore issued its bonds in aid of the construction of any railroad, which bonds, or any of which, shall have been lost or destroyed before the same shall have become due, are hereby authorized to issue new bonds of such town in the place and stead thereof, under their hand and seal, for the amount, at the same rate of interest, and to become due at the same time as such lost or destroyed bond or bonds, and deliver the same to the owner of such lost or destroyed bond or bonds, upon such owner furnishing to such commissioners satisfactory proof, by affidavit, of such ownership, and of the loss or destruction of such bond or bonds, and filing with said commissioners a sufficient bond of indemnity, with at least two sureties, to be approved by said commissioner, and by the supervisor of the town, and by the county judge of the county in double the amount of such bonds so to be issued.

Contents of new bond.

§ 2. The new bond or bonds so issued shall state upon the face thereof the denomination and number of the bonds in the place and stead of which they are issued, which said bonds shall be signed by the said railroad commissioners, and the coupons attached thereto, for interest, shall be signed by one of said commissioners, and said bonds countersigned by the town clerk of the town, and registered in the town clerk's office of such town in the record thereof.

Duty of railroad commissioners in the premises.

§ 3. It shall be the duty of the railroad commissioners to cause any such bond of indemnity, taken by them as provided in section one of this act, with their approval indorsed thereon, to be filed with the clerk of the county in which such town is situated, and the proofs of ownership, loss or destruction, to be filed in the office of the clerk of such town.

CHAP. 349, LAWS OF 1877.

AN ACT to provide for the payment of bonds issued by municipal corporations under the provisions of chapter 907, Laws of 1869, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April 2, 1850, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof.

Commissioners to report annually bonded indebtedness.

SECTION 1. It shall be the duty of the commissioners appointed under the provisions of chapter 907, Laws of 1869, entitled "An act to amend an act entitled

"An act to authorize the formation of railroad companies, and to regulate the same," passed April 2, 1850, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof, to report annually the total amount of bonds issued under said chapter 907, Laws of 1869, and the acts amendatory thereof, by the town, city or village represented by such commissioners; the date and time when the principal of said bonds will become due, the rate and times of payment of interest thereon, the amount of such principal or interest paid, the amount of said principal or interest due and unpaid and to become due before the annual tax levy and collection of tax for the year next succeeding, and the amount in their hands applicable to the payment of the principal of said bonds or the interest thereon.

Form and execution of report; to be delivered to supervisors.

§ 2. Such report shall be in writing, signed by the said commissioners, or a majority of them, and there shall be affixed to said report an affidavit of at least one of the commissioners that such report is in all respects true and correct. The commissioners shall deliver said report to the board of supervisors of the county within three days after the commencement of the annual meeting of said board of supervisors.

Provisions for payment; moneys, to whom to be paid; bond of commissioners, renewal of.

§ 3. It shall be the duty of the board of supervisors, at the annual meeting, when such report is received, to cause to be levied and raised by tax, on the taxable property of said town, city or village, the amount necessary to pay the principal and interest due and to become due at any time prior to the annual tax levy and collection of tax for the year then next succeeding, as shown by said report, after deducting moneys on hand for the purpose. The amount so levied and raised by tax, when so collected, shall be paid over to the said commissioners, to be by them applied to the purpose for which it was so collected. And all money now in the hands of the supervisor of any town, or officer of any city or village, applicable to the payment of the principal of said bonds, or interest thereon, shall be, on demand, paid to such commissioners, and any money hereafter raised under the provisions of the act hereby amended, which by law is to be applied to the payment of said bonds, or interest thereon, shall, in like manner, be paid to said commissioners. But before any money shall be so paid to such commissioners, they shall severally execute to the town, city or village, and deliver to the town clerks of towns, or the clerks of cities or villages, a bond with two or more sureties in double the amount of the money to be so received by them, as near as can be ascertained, conditioned for the proper and due disbursement of such money, and the proper accounting therefor, which bond shall be first approved by the supervisor, or the county judge, and by the mayor or president of cities or villages, and said bond shall be renewed annually.

Application of moneys received by commissioners; cancellation of bonds; commissioners to report to town auditors, etc., annually; duplicate to be filed, etc.; indorsement by town officers, etc.; deposit of report and bonds; acts not applicable to certain localities.

§ 4. It shall be the duty of said commissioners to pay the principal and interest of said bonds at the maturity thereof, and on making such payments the bond or interest coupons paid shall be canceled by said commissioners by cutting out a portion of said bonds or coupons; and a full record of all bonds and interest coupons paid and canceled shall be kept by said commissioners, which record shall be at all times open to the inspection of the supervisor, members of the board of town auditors, and justices of the peace of towns, or the members of common councils or trustees of cities or villages; and said commissioners shall report in writing to the board of town auditors of towns, at their annual meeting, and to the common council or trustees of cities or villages, on the first day of April of each year, the date, number and amount of all bonds and interest coupons paid by them and canceled during the past year, and since their last report, and shall, at the same time, produce and deliver to the said town auditors, common council or

trustees, the bonds and interest coupons canceled by them, taking a receipt therefor, which shall set forth the date, number and amount of each bond or coupon. Said commissioners, at the time of making such report, shall also file with the town clerk of towns, and clerk of cities and villages, a duplicate thereof. The said town auditors and the common council or trustees, as the case may be, shall indorse upon the report so received from the commissioners, that the bonds and interest coupons mentioned therein, duly canceled, were received by them from the commissioners, if such is the case, and if all or any of them are not so received, so state in the indorsement. They shall then deposit said canceled bonds and coupons with said report, in the office of the clerk of the county for safe-keeping. Nothing in this act contained shall in any manner apply to or affect the town of Orleans, in the county of Jefferson, or any officer thereof, or any money raised by tax on the property therein, or to any bonds except such as were given under the act mentioned in the foregoing title.

Limitation.

§ 5. The provisions of this act shall not apply to the counties of Oswego, Madison, Erie, Orleans, Niagara and Genesee.

CHAP. 84, LAWS OF 1871.

AN ACT to authorize the owners and holders of certain railroad mortgage bonds, made payable to bearer, to render the same payable to order only.

Railroad and other corporate bonds; how made non-negotiable.

SECTION 1. It shall be lawful for any person or persons owning and holding any railroad mortgage bonds, or other corporate bonds (for which a registry is not by law provided), heretofore issued, or which may be hereafter issued, and made payable in this State, and which are made payable to bearer, to render the same non-negotiable by the owner and holder indorsing upon the same and subscribing a statement that said bond is the property of such owner. And thereupon the principal sum of money mentioned in said bond shall only be payable to such owner or his legal representatives or assigns.

Transfers; how made.

§ 2. The bonds described and referred to in the first section of this act may be transferred by an indorsement in blank, giving name and residence of assignor, or they may be transferred by an indorsement payable to bearer or to the order of the purchaser (naming him), subscribed by the assignor, giving name and place of residence.

CHAP. 595, LAWS OF 1873.

AN ACT relative to certain negotiable corporate bonds and obligations.

How owner may make bonds non-negotiable.

SECTION 1. The owner or holder of any corporate or municipal bond or obligation (except such as are designed to circulate as currency) payable to bearer, heretofore issued, or which may hereafter be issued and payable in this State, but not registered in pursuance of any law thereof, may make the same non-negotiable (except as provided in the second section of this act), by subscribing his name to a statement indorsed thereon that such bond or obligation is his property; and thereupon the principal sum therein mentioned shall be payable only to such owner or holder, or his legal representatives or assigns.

How transferred after such indorsement.

§ 2. The bonds and obligations mentioned in the last section, after having been indorsed as therein provided, may be transferred by an indorsement, in blank, or payable to bearer, or to order, with the addition of the assignor's place of residence.

The provisions of this act to apply to interest coupons.

§ 3. The provisions of this act shall apply to all interest coupons accompanying any corporate or municipal bond or obligation payable in this State.

Repeal.

§ 4. So much of chapter 84 of the Laws of 1871, entitled "An act to authorize the owners and holders of certain railroad mortgage bonds, made payable to bearer, to render the same payable to order only," as is inconsistent with this act is hereby repealed.

CHAP. 160, LAWS OF 1838.**AN ACT to punish willful injuries to railroads.****Punishment.**

SECTION 1. Every person who shall willfully, with malicious intent, remove, break, displace, throw down or destroy any iron, wooden or other rail, or any branches or branch-ways, or any part of the tracks, or any bridge, viaduct, culvert, embankment or other fixture, or any part thereof, attached to or connected with such tracks of any railroad in this State now in operation, or which shall hereafter be put in operation, or who shall willfully, with like malicious intent, place any obstructions upon the rails or tracks of such railroad, shall, upon conviction, be punished by imprisonment in the State prison not exceeding five years, or in a county jail not less than six months.

Excepting in cases of death.

§ 2. The preceding section shall not be so construed as to extend to cases where death to a human being shall result from the commission of either of the offenses mentioned in said section.

(§ 3. Repeals chapter 187, Laws of 1834.)

CHAP. 185, LAWS OF 1857.**AN ACT to prevent extortion by railroad companies.****Penalty for taking excess of fare.**

SECTION 1. Any railroad company which shall ask and receive a greater rate of fare than that allowed by law shall forfeit \$50, which sum may be recovered, together with the excess so received, by the party paying the same; but it shall be lawful, and not construed as extortion, for any railroad company to take the legal rate of fare for one mile for any fractional distance less than a mile; and every action brought to recover said \$50 and excess of fare shall be brought within one year after the accruing of the cause of action. But it shall be a defense in any such action if the railroad company shall show to the satisfaction of the court that such overcharge shall have been made through inadvertence or mistake not amounting to gross negligence. (*Thus amended, Laws of 1886, chap. 415.*)

CHAP. 346, LAWS OF 1863.**AN ACT empowering railroad companies to employ police force.****Appointment of policemen.**

SECTION 1. Any railroad corporation on which road steam is used as the motive power, and any steamboat company may apply to the Governor to commission such person or persons as the said corporation may designate, to act as policemen for said corporation; but no more than one policeman shall be appointed at any one station of such company. (*Thus amended, Laws 1866, chap. 259.*)

Number.

§ 2. The Governor, upon such application, may appoint such persons or so many of them as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen.

Policeman to take oath of office, Secretary of State to transmit certificate of appointment, etc.

§ 3. Every policeman so appointed shall, within fifteen days after receiving his commission, and before entering upon the duties of his office, take and subscribe the oath of office prescribed in the case of officers appointed by the Governor, in the twelfth article of the Constitution, which oath of office shall be taken and subscribed before the Secretary of State, or before the county clerk of the county in which such policeman resides, which said oath, or a duplicate thereof, shall be filed in the office of the Secretary of State. And it shall be the duty of the Secretary of State, upon the filing of such oath of office, to transmit to the county clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which the said policeman is herein authorized to act, a certificate under his hand and the seal of his office, setting forth the appointment of said policeman by the Governor, and that his commission is recorded and oath of office filed in the office of said Secretary of State, which

certificate shall be filed by each county clerk receiving the same. Such policemen shall thereupon severally possess all the powers of policemen in the several towns, cities and villages in which they shall be so authorized to act as aforesaid. (*Thus amended, Laws of 1875, chap. 193.*)

Shield.

§ 4. Such police shall, when on duty, severally wear a metallic shield, with the words "railway police," or "steamboat police," as the case may be, and the name of the corporation for which appointed inscribed thereon, and said shield shall always be worn in plain view, except when employed as detectives. (*Thus amended, Laws of 1866, chap. 259.*)

Compensation.

§ 5. The compensation of such police shall be paid by the companies for which the policemen are respectively appointed, as may be agreed upon between them.

Powers of, when to cease.

§ 6. Whenever any company shall no longer require the services of any policeman so appointed as aforesaid, they may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such officer shall cease and be determined.

CHAP. 246, LAWS OF 1865.

AN ACT in relation to employees on railroads in this State.

Any person may be employed; age of.

SECTION 1. It shall be lawful for the owner or owners of any railroad in this State to employ any inhabitant of this State of the age of twenty-one years, as a car driver or conductor, or in any other capacity, notwithstanding any law, regulation, or ordinance of any officer or municipality, or of the common council or government of any city or county to the contrary.

CHAP. 151, LAWS OF 1886.

AN ACT to regulate the hours of labor in the street surface and elevated railroads chartered by the State in cities of over 500,000 inhabitants.

Twelve hours to constitute a day's labor.

SECTION 1. Twelve hours' labor in twenty-four, with reasonable time for meals, shall constitute a day's labor in the operation of all street surface and elevated railroads owned or operated by corporations incorporated under the laws of this State, whose main line of travel, or whose routes lie principally within the corporate limits of cities, of more than 500,000 inhabitants, whatever motive power may be used in the operation of such railroads.

Exactng more a misdemeanor.

§ 2. It shall be a misdemeanor for any officer or agent of any such corporation to exact from any of its employees more than twelve consecutive hours' labor in the twenty-four, with one-half hour for dinner, constituting a day; provided, however, that in cases of accident or unavoidable delay, extra labor may be permitted for extra compensation.

Proviso.

§ 3. This act shall not affect contracts now in force, nor apply to existing corporations whose charters are not subject to alteration, modification or repeal.

CHAP. 560, LAWS OF 1866.

AN ACT for the preservation of the health of animals for human food.

Limit of confinement of cattle in cars.

SECTION 1. No railroad company in this State, in the carrying and transportation of cattle, sheep or swine, shall confine the same in cars for a longer period than twenty-eight consecutive hours, unless delayed by storms or other accidental causes, without unloading for rest, water and feeding, for a period of at least ten consecutive hours. In estimating such confinement, the time the animals have been confined without such rest on connecting roads from which they are received shall be computed, it being the intention to prevent their continuous confinement

beyond twenty-eight hours, except upon the contingencies herein stated. Nothing in this act contained shall require the unloading of cattle, sheep or swine from the cars of the Buffalo and State Line railroad before their arrival at Buffalo, and the Atlantic and Great Western railroad, before they arrive at Salamanca.

What company may do when owner neglects to feed.

§ 2. Provided the owner or person in charge of said animals refuses or neglects to pay for the care and feed of animals so rested, the railroad company may charge such expense to the owner or consignee, and retain a lien upon the animals until the same is paid; and *provided further*, that no claim of damages for detention shall be recovered by the owner or shipper of any animals for the time they are detained under the provisions of this act.

Penalty for violation of act.

§ 3. Any railroad company, owner, consignee, or person in charge of said cattle, sheep, or swine, who shall violate any provision of this act, shall, for each and every such violation, be liable for and forfeit and pay a penalty in the sum of \$100, to be sued for and collected in any court having jurisdiction, by any person, in the name of the people of the State of New York; one-half of the penalty, when collected, to belong to the informer, and the balance to be paid to the State Treasurer of the State of New York.

CHAP. 483, LAWS OF 1867

**AN ACT to prevent injury and loss of life to persons on railroad cars,
and in relation to a uniform for the employees thereof.**

Platforms to cars; uniform for officers.

SECTION 1. It shall be the duty of every railroad company or corporation in this State, and every railroad company or corporation running, or that may hereafter run its passenger cars in this State, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together, or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided. It shall be the duty of every railroad company operating a railroad in this State by the power of steam, to designate and prescribe such peculiar uniform or external apparel, to be worn by its officers, agents and employees, engaged in or about its passenger offices or stations, or on, or about its trains upon its tracks, as shall plainly, to all travelers, distinguish all such persons; and such uniform or apparel shall also plainly indicate or distinguish the position or rank of the wearer in the employment of such company. It shall be the duty of every such person to provide and wear such apparel or uniform when employed as aforesaid. And every such company that shall fail to designate and prescribe such apparel or uniform, and to also cause the same to be generally worn by all such persons, from and after six months from the passage of this act, shall forfeit to the people of this State and be liable to pay to the Treasurer of this State, on the first day of January next following the expiration of said six months, and on every first day of January thereafter, the sum of \$10,000. It shall be the duty of the Attorney-General of this State, in the name of the people thereof, to sue for and recover said penalties for the benefit of the State. And in case of the refusal or omission of any person aforesaid to wear said uniform or apparel, as contemplated by this act, or to obey any reasonable rule or regulation of any such company relative to the same, or the wearing thereof, it shall be the right and duty of every such company to deduct and retain the amount of five per cent of the agreed or accustomed compensation of such delinquent person, during the period of any such neglect or refusal. And every person who shall advise or use any persuasion to induce any person being an officer, agent or employee of any such company, to leave the service of such company by reason of any such apparel or uniform being required to be worn, or to refuse to wear the same, or any part thereof, every person who, without authority, shall

wear such uniform or apparel, and every person being an officer or agent in any company aforesaid, who shall use any inducement with any person aforesaid to come into the employment of any other such company, by reason of apparel or uniform so required or designated to be worn, shall severally, by reason thereof, be guilty of a misdemeanor and be liable to be punished for such offense.

Fine for violation.

§ 2. Each and every violation of this act by any railroad company or corporation, shall, on conviction, be punished by a fine of not less than \$50 nor more than \$500, to be sued for and collected in the name of the people of the State of New York by the Attorney-General, and the moneys, when collected, to be paid into the general fund of the State.

Proviso.

§ 3 This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provisions of this act.

(§ 4 omitted as obsolete.)

CHAP. 636, LAWS OF 1870.

AN ACT to provide for the better protection of life and safety of property transported on the several railroads of this State.

Qualification of engineers.

SECTION 1. No person shall be employed as an engineer by any officer or agent acting for or in behalf of either of the railroads of this State, who cannot read the printed time tables and ordinary handwriting.

Id.

§ 2. No person shall run an engine on a regular or special train upon either of the railroads of this State who cannot read printed time tables and ordinary handwriting.

Penalty.

§ 3. Any person offending against the provisions of this act shall, upon conviction thereof, be deemed guilty of a misdemeanor, and punishable for each offense by a fine not exceeding \$100, or six months' imprisonment in a county jail, in the discretion of the court having cognizance of the offense.

CHAP. 261, LAWS OF 1877.

AN ACT to punish trespassing on railroads.

Obstructions on track; punishment for willfully placing.

SECTION 1. Any person who shall willfully place any obstruction upon any railroad, or loosen, tear up or remove any part of a railroad, or displace, tamper or in any way interfere with any switches, frogs, rail, track, or other part of any railroad, so as to endanger the safety of any train, or who shall willfully throw any stone or other missile at any train on any railroad, or at any street car or omnibus upon or in which there shall be at the time any passenger or passengers, shall, upon conviction thereof, be punished by imprisonment in a State prison not exceeding ten years, or by fine not exceeding \$1,000, or by both such fine and imprisonment. (*Thus amended, Laws of 1881, chap. 436.*)

(Chapter 415, Laws of 1879, applicable to Kings county only, and hence omitted.)

CHAP. 474, LAWS OF 1879.

AN ACT to prevent the delaying of passengers on street railroad cars, and to prohibit obstructing the free passage of street railroad cars.

Obstructing street cars a misdemeanor.

SECTION 1. Every person who shall willfully obstruct, hinder or delay the passage or running of any car lawfully running upon any horse or street railroad in this State, shall be deemed guilty of a misdemeanor.

CHAP. 223, LAWS OF 1880.

AN ACT for the better protection of the traveling public.

Governor authorized to appoint conductors and brakemen special policemen.

SECTION 1. The Governor is hereby authorized, in his discretion, to appoint all or any conductors and brakemen of any trains of any steam railroad in this State conveying passengers, for the purposes of this act, policemen having all the powers, for the purposes of this act, with which policemen of villages and cities are clothed, and each and every such conductor and brakeman shall take and file the usual oath of office, in the office of the clerk of the county in which he resides, or in the office of the clerk of the county in this State in which either terminus of such road may be.

Power to arrest.

§ 2. All such conductors and brakemen acting as policemen under this act, upon any such railroad, shall have full power and it shall be their duty to arrest and hold in custody, and deliver to any magistrate having jurisdiction in such cases, at either terminus of such road in this State or at any intermediate station, any or all persons whom they may find engaged in, or endeavoring to entice others to engage in any game of cards or any other game of chance whatever, in which money or any representative of money, or any other valuable thing, is to be lost or won, and to enter complaint to such magistrate for any violation of the law governing in such cases.

Penalty for failure to act.

§ 3. Any conductor or brakeman refusing or neglecting to perform the duty imposed upon him by this act shall be liable to a fine not exceeding \$250, to be sued for by and in the name of any superintendent of the poor of any county where such refusal or neglect may have occurred, in any court of competent jurisdiction at any place on the line of said railroad, or to imprisonment not less than six months, or to both, in the discretion of the court.

Fines, when collected; disposition of.

§ 4. Any fine so imposed, when collected, shall be placed in the treasury of the county where recovered, for the use of the poor of said county.

Copy of this act must be posted by superintendent or manager.

§ 5. It shall be the duty of every superintendent or manager of every steam railroad in this State, immediately after the passage of this act, to post a copy of this law in some conspicuous place in each and every car used for the conveyance of passengers, under a penalty of not to exceed \$5 for each and every such car in which such notice shall not be posted.

CHAP. 329, LAWS OF 1886.

AN ACT to prevent the spread of contagious and infectious diseases.

In what cases hermetically sealed casket is requisite.

SECTION 1. Whenever the body of any deceased person is to be transported over the railroads of this State, or upon any passenger steamboat plying upon the rivers of this State, the board of health to which application is made for a transit permit for the transportation of such body shall, if the physician's certificate, or the permit accompanying such body, state the cause of death to have been a contagious or infectious disease, require that such body be inclosed in an hermetically sealed casket of metal or other indestructible material.

CHAP. 370, LAWS OF 1880.

AN ACT to prevent trespassing and intrusion upon railroad cars and engines.

Jumping upon cars prohibited.

SECTION 1. No minor or other person, not a passenger, shall climb, jump, step, stand upon, cling to or in any way attach himself to, any locomotive, engine or car, upon any part of the track of any railroad in this State, unless in so doing such person shall be acting in compliance with law, or by permission under the lawful rules and regulations of the corporation or proper officer managing such railroad.

Solicitation to enter baggage car prohibited.

§ 2. No person in the employment of any said corporation or officer, or intrusted with the care or possession of any such engine, or any freight or baggage car upon any said track, shall invite or solicit any such minor or other person to come, or be, or consent to his remaining upon any last-named car, or upon any engine, unless said minor or last-named person shall have the right by law or permission as aforesaid to go or remain upon such car or engine.

Punishment.

§ 3. And any person who shall violate either section of this act shall be guilty of a misdemeanor, and be liable to a fine not less than \$5 nor exceeding \$25, which may be imposed by any court or magistrate having jurisdiction of any misdemeanor; and the person so offending shall be further liable to imprisonment until such fine and costs of prosecution shall be paid.

Repeal.

§ 4. All acts and parts of acts inconsistent with this act are hereby repealed.

CHAP. 490, LAWS OF 1885.

AN ACT concerning tramps.

Penalty for entering building without consent.

§ 4. Any tramp who shall enter any building against the will of the owner or occupant thereof, under such circumstances as shall not amount to burglary, or willfully or maliciously injure the person or property of another, which injury under existing law does not amount to a felony, or shall be found carrying any firearms or other dangerous weapon, or burglar's tools, or shall threaten to do any injury to any person or to the real or personal property of another, when such offense is not now punishable by imprisonment in the State prison, shall be deemed guilty of felony, and on conviction, shall be punished by imprisonment in the State prison at hard labor for not more than three years.

CHAP. 100, LAWS OF 1847.

AN ACT to provide for the destruction of Canada thistles and other noxious weeds on the banks of the canals, railroads and turnpike roads.

Duty of superintendent of canals.

SECTION 1. It shall be the duty of superintendents of canals to cause all Canada thistles and other noxious weeds growing on the banks and sides of the canals, to the width owned by the State, to be cut down twice in each and every year, once between the fifteenth day of June and the first day of July, and once between the fifteenth day of August and the first day of September.

Provision in case of refusal or neglect.

§ 2. If the said officers shall refuse or neglect to cause the same to be cut at the times as aforesaid, it shall be lawful for any person or persons to cut the same between the first and fifteenth days of July and between the first and fifteenth days of September in each and every year, at the expense of the superintendents having charge of the sections on which such thistles and noxious weeds shall be so cut, at the rate of one dollar per day for the time occupied in so cutting, to be recovered in any court of justice in this State.

Canada thistles to be cut; if corporation neglect, any person may cut down at expense of corporation.

§ 3. It shall be the duty of the several railroad corporations and turnpike road corporations within this State to cause all Canada thistles, white and yellow daisies and other noxious weeds growing on any lands owned or occupied by such corporations, to be cut down twice in each and every year, once between the fifteenth day of June and the twenty-fifth day of June, and once between the fifteenth day of August and the twenty-fifth day of August. (*Thus amended, Laws 1881, chap. 296.*)

Any person may cut down where corporation neglects; corporation to pay expense.

§ 4. If the said corporations, or any or either of them, shall neglect to cause the same to be cut down, at the times in third section of this act mentioned, it shall be lawful for any person to cut the same, between the twenty-fifth day of June and the fifth day of July inclusive, and between the twenty-fifth day of August and the fifth day of September inclusive in each year, at the expense of the corporation on whose lands said Canada thistles, white and yellow daisies, or other noxious weeds shall be so cut, at the rate of \$3 per day for the time so occupied in cutting, to be recovered in any court of justice in this State. (*Thus amended, Laws 1881, chap. 296.*)

CHAP. 283, LAWS OF 1885.

AN ACT to establish a forest commission, and to define its powers and duties and for the preservation of forests.

Forest lands not to be leased or taken.

§ 8. The lands now or hereafter constituting the forest preserve shall be forever kept as wild forest lands. They shall not be sold, nor shall they be leased or taken by any person or corporation, public or private.

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Railroad companies to burn all inflammable material.

§ 25. Every railroad company whose road passes through waste or forest lands, or lands liable to be overrun by fires within this State, shall twice in each year cut and burn off or remove from its right of way all grass, brush or other inflammable material, but under proper care, and at times when the fires thus set are not liable to spread beyond control.

Locomotives to be provided with arrangement for preventing escape of fire from engine.

§ 26. All locomotives which shall be run through forest lands shall be provided, within one year from the date of this act, with approved and sufficient arrangements for preventing the escape of fire from their furnaces or ash-pan, and netting of steel or iron wire upon their smoke-stack to check the escape of sparks of fire. It shall be the duty of every engineer and fireman employed upon a locomotive to see that the appliances for the prevention of the escape of fire are in use and applied, as far as it can be reasonably and possibly done.

§ 27. No railroad company shall permit its employees to deposit fire-coals or ashes upon their track in the immediate vicinity of woodlands or lands liable to be overrun by fires, and in all cases where any engineers, conductors or trainmen discover that fences along the right of way, on woodlands adjacent to the railroad, are burning, or in danger from fire, it shall be their duty to report the same at their next stopping place, and the person in charge of such station shall take prompt measures for extinguishing such fires.

Companies to provide men to extinguish fires.

§ 28. In seasons of drought, and especially during the first dry time in the spring after the snows have gone and before vegetation has revived, railroad companies shall employ a sufficient additional number of trackmen for the prompt extinguishment of fires. And where a forest fire is raging near the line of their road they shall concentrate such help and adopt such measures as shall most effectually arrest their progress.

§ 29. Any railroad company violating the provisions or requirements of this act shall be liable to a fine of \$100 for each offense.

CHAP. 605, LAWS OF 1886.

AN ACT to relieve certain railroad companies from the obligation of operating their road under certain conditions during the winter season.

Certain roads may cease operating in winter season.

SECTION 1. It shall be lawful for the directors of any railroad hereafter constructed, and used principally for transporting lumber or ores during the summer months, or constructed and used principally for summer travel to cease the operation thereof during the winter season by complying with the provisions of this act.

Application to be made to Board of Railroad Commissioners.

§ 2. Any such corporation may, by a resolution duly passed at a meeting of the directors thereof, apply to the Board of Railroad Commissioners of this State, for permission to cease the operation of their road during the winter season for a period not exceeding seven months in any one year, specifying the date of such suspension, and the date of the re-opening thereof. Such Board of Railroad Commissioners may, in their discretion, grant an order permitting such abandonment of the operation of said road during the winter season not exceeding said period of seven months. When such Board of Railroad Commissioners shall so order, said railroad company shall be relieved of the duty of operating their road during the period specified in such order.

Copy of order to be posted and published.

§ 3. Said railroad company shall post a copy of such order so made by said Board, in all the depots of and at the termini of said road, and publish the same in every paper in each town, in any part of which said road shall be constructed, at least four weeks prior to the date of such suspension.

CHAP. 470, LAWS OF 1857.

AN ACT to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships.

Sale of tickets.

SECTION 1. No person other than the agents or employees of railroad, steamboat or steamship companies of this State, duly appointed by them for that purpose, by a proper authority in writing, shall offer for sale, or sell within this State, any ticket or tickets or any printed or written instrument issued by or purporting to have been issued by any railroad, steamboat or steamship company, in this State or elsewhere, for the transportation of any passenger or passengers, upon any such railroad, steamboat or steamship, or any instrument wholly or partly printed or written, delivered for the purpose or upon the pretense of the procurement to such passenger or passengers, of any such ticket or tickets, or in any other manner charge, take or receive any money as a consideration or price for such passage or for the procurement of such passage ticket or tickets; and no ticket or tickets, or other evidence as aforesaid, shall be sold or offered for sale by the said agents or employees, except at the offices designated for that purpose by the said companies respectively, and at prices not exceeding their regular established rates, "or at offices conveniently located by agents or other duly organized railway companies," provided that nothing in this amendment shall apply to the city and county of New York, or the county of Kings. (*Amended by chap. 820, Laws of 1868.*)

Violation of act.

§ 2. Whenever any person or persons shall be complained of and arrested for violating any of the provisions of the first section of this act, it shall be the duty of the magistrate, before whom such complaint is made, to take and reduce to writing, in the presence of the person or persons complained of, the evidence of any witness which may be offered, either on behalf of the prosecution or the party accused, and the depositions so taken shall be respectively subscribed by the witnesses making the same, and certified by the magistrate; and when so taken and certified, the said depositions shall be filed in the office of the clerk of the county in which the same shall be taken. Upon the trial of any person or persons charged with any offense under the provisions of this act, the testimony taken as aforesaid may be read by either party, with the like effect as if the said witness or witnesses were sworn in open court upon said trial, provided it shall appear therein that the witness or witnesses were, at the time of taking the same, residents of another

State, territory or province, or are emigrating from a foreign country, or are residents of this State, and on their way to some other State, territory or province.

Penalty.

§ 3. Any person violating the provisions of this act shall, upon conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than \$100, or by imprisonment of not less than three months, or by both such fine and imprisonment.

CHAP. 590, LAWS OF 1872.

AN ACT to regulate processions and parades in the cities of the State of New York.

No procession or parade to interfere with free passage of cars upon street railways.

SECTION 1. No procession or parade shall use any street upon the surface of which is a railway track or tracks by marching upon the said track or tracks, and a free passage of cars upon railway tracks shall not be interfered with by the formation, halt or march of any such procession or parade, or of the persons composing it. Whenever any procession shall find it necessary to march across a railway track, the portion of said procession which in so marching is likely to stop the passage of any car or cars upon said track, shall come to a halt in order to permit said car to proceed.

* * * * *

Penalty.

§ 4. Every person willfully violating any provision of this act shall be guilty of a misdemeanor, punishable with a fine not exceeding \$20, or imprisonment not exceeding ten days, or both at the discretion of the court.

CHAP. 167, LAWS OF 1877.

AN ACT in relation to the indictment and punishment of criminal offenses committed on railroads within the State.

Where indictments for any crime or offense committed on railroads may be found.

SECTION 1. When any crime or offense shall have been committed within this State, on, in or on board of any railroad train or railroad car making any passage or trip on or over any railroad in this State, or in respect to any portion of the lading or freight of any such railroad train or railroad car, an indictment for the same may be found in any county through which, or any part of which, such railroad train or railroad car shall pass, or shall have passed, in the course of the same passage or trip, or in any county where such passage or trip shall terminate or would terminate if completed; and such indictment may be tried and a conviction thereon had, and all other proceedings to bring the offender to punishment may be had, in any such county, in the same manner, and with the like effect, as in the county where the offense or crime was committed.

CHAP. 585, LAWS OF 1880.

AN ACT for the prevention of accidents to children.

No minor child to be allowed to ride on platform, steps, etc.

SECTION 1. No minor child within this State not being a passenger shall be allowed upon the platform or steps of any railroad car drawn by steam, or of any omnibus, street car or other vehicle drawn by horses, and the parents or guardians of any child who shall permit such child to ride or play upon the steps or platform of any such railroad car, omnibus, street car or other vehicle, shall be punished on conviction by a fine not less than \$5 nor more than \$10.

Duty of policemen and constables to arrest.

§ 2. It shall be the duty of all constables and policemen within this State to arrest any child or children violating the provisions of this act. And any such child or children shall likewise on conviction be punished by a fine not exceeding \$5 for each offense.

CHAP. 439, LAWS OF 1884.

AN ACT for the better protection of life and property upon the railroads of this State, to promote the safer and better management of steam railroads.

The switches to be used in constructing new or in renewal of old ones.

SECTION 1. Steam railroads shall hereafter lay in the construction of new and in the renewal of existing switches upon freight or passenger main line tracks, switches on the principle of either the so-called Tyler, Wharton, Lorenze or split-point switch, or some other kind of safety switch which shall prevent the derailment of a train when such switch is misplaced, or a switch interlocked with distant signals. For each switch laid in violation of the provisions of this section the corporation, person or persons operating said railroad shall be liable to a penalty of not exceeding \$100, and to the further penalty of \$5 for each day that such switch is used.

Warning signals ; penalty ; what misdemeanor.

§ 2. Every steam railroad shall, within six months after the passage of this act, erect, and thereafter maintain, such suitable warning signals at every low bridge or structure which crosses the railroad above the tracks, where such warning signals may be necessary for the protection of employees on top of cars from injury. The corporation, person or persons operating said railroad, and violating the provisions of this section, shall be liable to a penalty of not exceeding \$100 for each thirty days' neglect. Whoever willfully destroys or breaks any such bridge guard shall be guilty of a misdemeanor.

The Supreme or County Court may on application, etc., order flagman to be stationed at highway crossing, etc., when such order to be made.

§ 3. At any point where a street, highway, turnpike, plankroad or traveled way is crossed at the same level by a railroad, or at any point where a horse railroad is crossed by a steam railroad, the Supreme Court or County Court may, upon the application of the local authorities and upon ten days' notice to the railroad corporation whose road so crosses, order that a flagman be stationed at such point, or that gates shall be erected across such street, highway, turnpike or plankroad, and that a person be stationed to open and close such gates when an engine or train passes, or make such other order respecting the same as it deems proper. Such order shall only be made after the refusal or neglect of such corporation to station such flagman or erect such gates after having been requested so to do by such local authorities.

Automatic couplers after July 1, 1886, to be placed on new freight cars ; penalty.

§ 4. After July 1, 1886, no couplers shall be placed upon any new freight car to be built or purchased for use, in whole or in part, upon any steam railroad in this State, unless the same can be coupled and uncoupled automatically without the necessity of having a person guide the link, lift the pin by hand, or go between the ends of the cars. The corporation, person or persons operating said railroad, and violating the provisions of this section, shall be liable to a penalty of not exceeding \$100 for each offense.

Trains and locomotives to come to a full stop where roads cross on same level ; when to cross ; expense of watchman when railroad companies disagree as to precedence of trains ; penalty of engineer and corporation ; when may be discontinued ; where this section not to apply.

§ 5. All trains and locomotives on railroads crossing each other on the same level shall come to a full stop before crossing, not less than 200 nor more than 800 feet from said crossing, and shall then cross only when the way is clear and upon a signal to do so from a watchman stationed at the crossing. If

they cannot agree as to the expense of such watchman, it shall be determined by the Supreme Court, upon motion thereto by either of said corporations. In case of disagreement as to the precedence of trains, the Board of Railroad Commissioners, after hearing, may, upon a joint application of the companies interested, prescribe rules in relation thereto. An engineer violating the provisions of this section shall be liable to a penalty of \$100, and any corporation, person or persons operating the railroad violating any of the provisions of this section shall be liable to a penalty not exceeding \$500. The full stop and crossing on signal, provided in this section, may be discontinued when the Board of Railroad Commissioners shall decide it to be impracticable, or when, with the approval of the Board of Railroad Commissioners, an interlocking switch and signal apparatus is adopted and put in operation at such a crossing by the railroads there crossing each other at a level. This section shall not apply to depot yards and the approaches thereto when the crossing roads are under lease or subject to the same management or control in the use of tracks.

When automatic air brakes or other form of safety power brake to be applied from locomotive to be attached to passenger cars not to apply to cars attached to freight trains where speed does not exceed twenty miles an hour; the old link connection after July 1, 1884, not to be used on cars carrying mails and passengers exclusively; penalty.

§ 6. After the expiration of one year from the passage of this act, no steam railroad shall use for passenger transportation any car to which an automatic air brake or other form of safety power brake, applied from the locomotive, shall not be attached. The provisions of this section shall not apply to any cars attached to freight trains, the schedule rate of speed of which does not exceed twenty miles an hour. And after July 1, 1884, no trains which carry mails or passengers exclusively shall run cars coupled by the old link connections. The corporation, person or persons operating said railroad and violating the provisions of this section shall be liable to a penalty not exceeding \$100 for each offense.

Where baggage is willfully or recklessly injured; insufficient help for handling; penalty; disposition thereof.

§ 7. Any baggage-master or other person whose duty it is, for or on behalf of any common carrier, to handle, remove or care for the baggage of passengers, who shall willfully or recklessly injure or destroy any trunk, valise, box, bag, package or parcel, while loading, unloading, transporting, delivering or storing the same, or any railroad corporation which shall knowingly keep in its employment any such willful or reckless baggage-master, or other person, or which shall permit any injury or destruction of the property aforesaid, through failure to provide sufficient help and facilities for the proper handling thereof, shall be liable to a penalty not exceeding \$50. Upon the recovery and payment of such penalty, the court before whom such recovery is had shall set apart and pay over to complainant one-half of the amount so recovered and paid.

Axe, sledge-hammer, crowbar and handsaw to be kept in each closed car in every passenger train; penalty.

§ 8. Each closed car in use in every passenger train, owned or regularly used upon a railroad, shall be equipped with one set of tools, consisting of an axe, sledge-hammer, crowbar and handsaw, to be properly placed so as to be easily removed. The corporation, person or persons operating said railroad violating the provisions of this section shall be liable to a penalty of \$100 for each offense.

Proviso.

§ 9. Nothing in this act shall affect the provisions of chapter 853 of the Laws of 1882.

CHAP. 399, LAWS OF 1881.

AN ACT to provide against accidents on elevated railroads.

Trains to come to full stop, etc.

SECTION 1. All trains upon elevated railroads shall come to a full stop before any passenger shall be permitted to leave such trains; and no train on such rail-

road shall be permitted to start, until every passenger desiring to depart therefrom shall have left the train, provided such passenger has manifested his or her intention to so depart by moving toward or upon the platform of any car; nor until every passenger upon the platform or station at which such train has stopped, and desiring to board or enter such cars shall have actually boarded or entered the same; provided that nothing herein contained shall be construed to permit any person to board or enter any train after due notice from an authorized employee of such railroad corporation that such train is full, and that no more passengers can be then received.

Gates; construction of, etc.

§ 2. Every car used for passengers upon elevated railroads shall have gates at the outer edges of its platforms, so constructed that they shall, when opened, be caught and held open by such catch or spring as will prevent their swinging against and obstructing passengers in their egress from or ingress to such cars; and every such gate shall be kept closed while the car is in motion; and when the car has stopped and a gate has been opened, the car shall not start until such gate is again firmly closed.

Penalty for violation of this act.

§ 3. Any agent, conductor, engineer, brakeman or employee of such railroad corporation, who shall start any train or car, or give any signal or order to any engineer or other person, by signal rope or otherwise, to start any train or car, or who shall obstruct the ingress or egress of any passenger to or from any car, or who shall open or close a platform gate of any car, in violation of this act, shall be deemed guilty of a misdemeanor, and shall upon conviction be held liable to pay a fine of not less than twenty-five nor more than one hundred dollars, or be imprisoned for not less than ten nor more than ninety days, or both; and any elevated railroad corporation that shall fail or neglect to comply with, or enforce the provisions of this act, shall upon the petition of any citizen to any court of record, and upon due notice to such corporation and proof of such failure or neglect, pay to the clerk of the court wherein such petition is made a sum not less than two hundred and fifty nor more than one thousand dollars, as such court may direct by its order; and the sum so ordered to be paid shall be paid by such clerk of the court to the county treasurer, and shall be distributed by such treasurer equally among the public hospitals of the county in which such proceeding is had, at such times as the board of supervisors or board of aldermen in such county shall direct.

Construction of act.

§ 4. Nothing in this act shall be construed to relieve the elevated railroad companies from any liability under which they may now be held by existing laws for damages to persons or property.

This act to be printed and posted in depots, stations and cars.

§ 5. The officers and board of directors of such railroad corporations shall immediately cause copies of this act to be printed conspicuously and posted in the depots or stations and in each car belonging to them.

CHAP. 186, LAWS OF 1880.

AN ACT to repress and punish disorderly conduct on public conveyances.

Disorderly conduct on railroad car, etc., a misdemeanor; police justice or justice of the peace in city or county in which disorderly act committed to have jurisdiction.

SECTION 1. Any person who shall by any offensive or disorderly act, or language, annoy or interfere with the passengers of any public stage, railroad car, ferry-boat, or other public conveyance, or who shall disturb or offend the occupants of such stage, car, boat or conveyance by any disorderly act, language or display, although such act, conduct or display may not amount to an assault or

battery, shall be deemed guilty of a misdemeanor, and any police justice or justice of the peace of the city or county in which any of such acts shall be committed shall have jurisdiction thereof.

CHAP. 261, LAWS OF 1878.

AN ACT to prevent accidents on railroads operated by steam power in the State of New York.

Any person getting on or off freight or wood car while in motion, or unlawfully riding on same, guilty of a misdemeanor; penalty.

SECTION 1. Any person or persons who shall get on or off a freight car or engine while in motion, or who shall ride on any wood or freight car, unless employed by or with permission from the proper officers of such railroad, or the person in charge of such car or engine, shall be deemed guilty of a misdemeanor, and shall be liable to a fine of twenty-five dollars or three months' imprisonment, or both fine and imprisonment.

CHAP. 628, LAWS OF 1857.

AN ACT to suppress intemperance and to regulate the sale of intoxicating liquors.

Intemperate persons to be refused employment by all incorporated companies engaged in conveying passengers, especially railroads, steamboat and ferry companies; penalty for keeping such persons in employment.

* * * * *

§ 81. All incorporated companies and persons in this State, engaged in conveying passengers, including especially all railroad, steamboat and ferry companies and all kinds of corporations conveying for hire, persons or property, shall be and hereby are required to refuse employment to all persons who, on good and sufficient proof, shall be shown to indulge in the intemperate use of intoxicating drinks, and any such company which shall retain in its employ any person or persons who shall, on competent proof, be shown to be intoxicated at any period whilst in the active service of said company or person, either as engineer, conductor, fireman, switch-tender, commander, pilot, mate or foreman, or be in any way connected with the moving power or management, or whose duty, if neglected, would diminish the safety and security of life, limb or property, intrusted thereto, said company or corporation shall be liable to pay a sum of not less than fifty dollars nor more than one hundred dollars to the county treasurer in the county where the offense may be committed and proved, before any court of competent jurisdiction.

* * * * *

CHAP. 499, LAWS OF 1855.

AN ACT in relation to the stealing and forging of railroad tickets.

Conviction of person stealing, taking and carrying away railroad passenger tickets, larceny.

SECTION 1. Every person who shall be convicted of stealing, taking and carrying away any railroad passenger ticket or tickets, prepared for sale to passengers, previous to or after the sale thereof, being the personal property of any railroad company, or of any other corporation or corporations, or of any person or persons, shall be adjudged guilty of grand or petit larceny, as prescribed in the next following section.

Where price of ticket authorized to be charged exceeds twenty-five dollars, grand larceny; punishment; where twenty-five dollars or under, petit larceny; punishment.

§ 2. If the price or prices authorized to be charged for such ticket or tickets, on

a sale thereof, shall exceed the sum of twenty-five dollars, such price or prices shall be deemed the value of such ticket or tickets, and the offense of stealing, taking and carrying away the same shall be adjudged grand larceny, and the person convicted of the same shall be imprisoned in a State prison for a term not exceeding five years; but if such price or prices shall only amount to twenty-five dollars or under, the offense of stealing, taking and carrying away such ticket or tickets shall be adjudged guilty of petit larceny, and the person convicted of the same shall be punished by imprisonment in the county jail not exceeding six months, or by a fine not exceeding one hundred dollars, or by both such fine and imprisonment.

What are railroad tickets.

§ 3. Railroad passenger tickets of any railroad company, as well before the same shall have been issued to its receivers or other agents for sale as after, and whether indorsed by such receivers or other agents or not, are to be deemed railroad tickets within the meaning of this act.

Forged tickets; punishment.

§ 4. Every person who shall be convicted of having forged, counterfeited or falsely altered any railroad ticket mentioned or referred to in either of the preceding sections of this act, or of having sold, exchanged or delivered for any consideration, any such forged or counterfeited railroad ticket, knowing the same to be forged or counterfeited, with intent to injure or defraud, or of having offered any such forged or counterfeited railroad ticket for sale, exchange or delivery, for any consideration, with the like knowledge and intent, or of having received any such forged or counterfeited railroad ticket upon a sale, exchange or delivery, for any consideration, with the like knowledge and intent, shall be adjudged guilty of forgery in the third degree, and shall be punished in like manner as is prescribed by law in cases of conviction of forgery in the third degree.

Id.; penalty.

§ 5. Every person who shall have in his possession any such forged or counterfeited railroad ticket as mentioned or referred to in the next preceding section, knowing the same to be forged, counterfeited or falsely altered, with intention to injure or defraud by uttering the same as true or false, or by causing the same to be uttered, or by the use of the same to procure a passage in the cars of the railroad company by which such ticket purports to have been issued, shall be subject to the punishment provided by law for forgery in the fourth degree.

CHAP. 346, LAWS OF 1848.

AN ACT to dispose of certain vacant and unoccupied lands belonging to the Onondaga Salt Springs reservation, and for other purposes.

Provisions respecting railroad companies.

* * * * *
 § 7. Whenever it shall be necessary for any railroad company to occupy any of the salt lands belonging to this State, for the use of their road, the same shall be appraised in the manner provided for in the second section of this act, and when they shall pay into the treasury of this State the appraised value, they shall become possessed of the same, to the same extent as by their charter they are authorized to become possessed of lands belonging to individuals.
 * * * * *

Article VIII, section 1 of the Constitution of the State of New York.

Corporations may be formed under general laws, but shall not be created by special act, except for municipal purposes, and in cases where, in the judgment of the Legislature, the objects of the corporation cannot be attained under general laws. All general laws and special acts passed pursuant to this section may be altered from time to time or repealed.

THE CODE OF CRIMINAL PROCEDURE OF THE STATE OF NEW YORK.

SECTIONS APPLICABLE TO RAILROAD COMPANIES.

Courts of special sessions, jurisdiction of.

SECTION 1. Section fifty-six of the Code of Criminal Procedure is hereby amended so as to read as follows:

§ 56. Subject to the power of removal provided for in this chapter, courts of special sessions, except in the city and county of New York and the city of Albany, have in the first instance exclusive jurisdiction to hear and determine charges of misdemeanors committed within their respective counties, as follows:

* * * * *

9. Intoxication of a person engaged in running any locomotive engine upon any railroad, or while acting as a conductor of a car or train of cars on any such railroad.

* * * * *

23. Unlawfully frequenting or attending a steamboat landing, railroad depot, church, banking institution, broker's office, place of public amusement, auction room, store, auction sale at private residence, passenger car, hotel, restaurant, or any other gathering of people. (*Thus amended, Laws 1886, chap 28.*)

Of crime committed in the State on board of any railway train, etc.

§ 137. When a crime is committed in this State, in or on board of any railway engine, train or car, making a passage or trip on or over any railway in this State, or in respect to any portion of the lading or freightage of any such railway train or engine car, the jurisdiction is in any county through which, or any part of which, the railway train or car passes, or has passed, in the course of the same passage or trip, or in any county where such passage or trip terminates, or would terminate if completed.

Plea of guilty, how put in.

§ 335. A plea of guilty can only be put in by the defendant himself in open court, except upon an indictment against a corporation, in which case it may be put in by counsel.

Summons upon an information or presentment against a corporation, by whom issued, and when returnable.

§ 675. Upon an information against a corporation, the magistrate must issue a summons, signed by him, with his name of office, requiring the corporation to appear before him, at a specified time and place, to answer the charge; the time to be not less than ten days after the issuing of the summons.

3 R. S. 1046, §§ 56, 57, 58.

Form of the summons.

§ 676. The summons must be in substantially the following form:

"County of *Albany*, [or as the case may be.]

"In the name of the people of the State of New York:

"To the [naming the corporation.]

"You are hereby summoned to appear before me, at [naming the place,] on [specifying the day and hour,] to answer a charge made against you, upon the information of *A. B.*, for [designating the offense, generally.]

"Dated at the city, [or 'town,'] of _____, the _____ day of _____, 18____.

"G. H., *Justice of the Peace.*"
[Or as the case may be.]

When and how served.

§ 677. The summons must be served at least five days before the day of appearance fixed therein, by delivering a copy thereof and showing the original to the president, or other head of the corporation, or to the secretary, cashier or managing agent thereof.

Id.

Examination of the charge.

§ 678. At the time appointed in the summons, the magistrate must proceed to investigate the charge, in the same manner as in the case of a natural person brought before him, so far as those proceedings are applicable.

Id.

Certificate of the magistrate, and return thereof with depositions.

§ 679. After hearing the proofs, the magistrate must certify upon the depositions, either that there is or is not sufficient cause to believe the corporation guilty of the offense charged, and must return the depositions and certificate, in the manner prescribed in section 221.

Id.

Grand jury may proceed as in the case of a natural person.

§ 680. If the magistrate return a certificate that there is sufficient cause to believe the corporation guilty of the offense charged, the grand jury may proceed thereon as in the case of a natural person held to answer.

Id.

Appearance, and plea to indictment, and proceedings thereon.

§ 681. If an indictment be found against a corporation, it may appear by counsel, to answer the same. If it do not thus appear, a plea of not guilty must be entered, and the same proceedings had thereon as in other cases.

Id.

Fine, on conviction, how collected.

§ 682. When a fine is imposed upon a corporation, on conviction, it may be collected by virtue of the order imposing it, by the sheriff of the county, out of their real and personal property, in the same manner as upon an execution in a civil action.

Id.

THE PENAL CODE OF THE STATE OF NEW YORK.

(Chapter 576 of the Laws of 1881.)

THAT PORTION THEREOF APPLICABLE AND RELATING TO RAILROAD CORPORATIONS.

Use of force or violence declared not unlawful in certain cases, etc.

Subdivision 5, section 223.

5. When committed by a carrier of passengers, or the authorized agents or servants of such carrier, or by any person assisting them, at their request, in expelling from a carriage, railway car, vessel or other vehicle, a passenger who refuses to obey a lawful and reasonable regulation prescribed for the conduct of passengers, if such vehicle has first been stopped and the force or violence used is not more than sufficient to expel the offending passenger, with a reasonable regard to his personal safety.

* * * * *

Advising or inducing employees not to wear uniform a misdemeanor.

§ 425. A person who,

1. Advises or induces any one, being an officer, agent or employee of a railway company, to leave the service of such company, because it requires a uniform to be worn by such officer, agent or employee, or to refuse to wear such uniform, or any part thereof; or,

2. Uses any inducement with a person employed by a railway company to go into the service or employment of any other railway company, because a uniform is required to be worn; or,

3. Wears the uniform designated by a railway company without authority;
Is guilty of a misdemeanor.

2 R. S. 534, § 40; 2 R. S. 560, § 143; Laws of 1867, chap. 483, § 1.

Arson in second degree.

§ 487. A person who,

* * * * *

4. Willfully burns, or sets on fire, in the night-time, a car, vessel or other vehicle, or a structure or building, ordinarily occupied at night by a human being, although no person is within it at the time.

* * * * *

Arson in third degree.

§ 498. A person who willfully burns, or sets on fire, either,

1. A vessel, car or other vehicle, or a building, structure or other erection, which is at the time insured against loss or damage by fire, with intent to prejudice the insurer thereof; or,

2. A vessel, car or other vehicle, or a building, structure or other erection, under circumstances not amounting to arson in the first or second degree.

Burglary in third degree.

§ 498. A person who either,

1. With intent to commit a crime therein, breaks and enters a building, or room, or any part of a building; or,

2. Being in any building, commits a crime therein and breaks out of the same ;
is guilty of burglary in the third degree.

3 R. S. 941, §§ 18, 19.

Unlawfully entering building.

§ 505. A person who, under circumstances or in a manner not amounting to a burglary, enters a building, or any part thereof, with intent to commit a felony or a larceny, or any malicious mischief, is guilty of a misdemeanor.

"Building," defined.

§ 504. The term "building," as used in this chapter, includes a railway car, vessel, booth, tent, shop or other erection or inclosure.

Riding on freight or wood trains; getting on car or train while in motion; obstructing, etc., horse or street railroad cars; punishment.

§ 426. A person who,

1. Rides on any engine or any freight or wood car of any railway company, without authority or permission of the proper officers of the company or of the person in charge of the car or engine ; or,

2. Who gets on any car or train while in motion, for the purpose of obtaining transportation thereon as a passenger ; or,

3. Who willfully obstructs, hinders or delays the passage of any car lawfully running upon any horse or street railway ;

Is guilty of a misdemeanor.

Laws 1871, chap. 261 ; Laws 1879, chap. 474 ; Laws 1880, chap. 870

Endangering life by maliciously placing explosive near building, car, etc.

§ 645. A person who places in, upon, under, against or near to, any building, car, vessel or structure, gunpowder or any other explosive substance, with intent to destroy, throw down or injure the whole or any part thereof, under such circumstances, that, if the intent were accomplished, human life or safety would be endangered thereby, although no damage is done, is guilty of a felony.

See §§ 201, 389, 636, *ante*.

Emigrants ; sales and exchanges of passenger tickets.

§ 626. A person who,

1. Sells, or causes to be sold, a passage ticket, or order for such ticket, on any railway, vehicle or vessel, to any emigrant passenger at a higher rate than one and a quarter cents per mile ; or,

2. Takes payment for any such ticket or order for a ticket under a false representation as to the class of the ticket, whether emigrant or first-class ; or,

3. Directly or indirectly, by means of false representations, purchases or receives from an emigrant passenger any such ticket ; or,

4. Procures or solicits any such passenger having such a ticket to exchange the same for another passenger ticket, or to sell the same and purchase some other passenger ticket ; or,

5. Solicits or books any passenger arriving at the port of New York from a foreign country before such passenger has left the vessel on which he has arrived, or enters or goes on board any vessel arriving at the port of New York from a foreign country, having emigrant passengers on board, for the purpose of soliciting or booking such passengers ; and a person or agent of a corporation employing any person for the purpose of booking such passengers before leaving the ship ;
Is guilty of a misdemeanor.

1 R. S. 1037, §§ 78, 79, 81, Laws of 1853, chap. 212, §§ 7, 8, 9 ; Laws of 1855, chap. 474, §§ 1, 3, 4.

"Company" defined.

§ 627. The term "company," as used in this chapter, includes all corporations,

whether created under the laws of this State or of the United States, or those of any other State or nation.

Laws of 1863, chap. 103, § 13.

Forging passage tickets.

§ 516. A person who, with intent to defraud, forges, counterfeits, or falsely alters any ticket, cheque or other paper or writing, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railway or in any vessel or other public conveyance; and a person who, with like intent, sells, exchanges or delivers, or keeps or offers for sale, exchange or delivery, or receives upon any purchase, exchange or delivery, any such ticket, knowing the same to have been forged, counterfeited or falsely altered, is guilty of forgery in the third degree.

3 R. S. 964, §§ 93, 94; Laws of 1860, p. 177, chap. 103.

Injury to railroad track, etc., how punished.

§ 635. A person who,

1. Displaces, removes, injures or destroys a rail, sleeper, switch, bridge, viaduct, culvert, embankment or structure, or any part thereof, attached or appertaining to or connected with a railway, whether operated by steam or by horses; or,

2. Places any obstruction upon the track of such a railway; or,

3. Willfully discharges a loaded fire-arm, or projects or throws a stone or any other missile at a railway train, or at a locomotive, car or vehicle standing or moving upon a railway;

Is punishable as follows:

1. If thereby the safety of any person is endangered, by imprisonment for not more than ten years.

2. In every other case, by imprisonment for not more than three years, or by a fine of not more than \$250, or both.

3 R. S. 968, § 26; Laws of 1877, chap. 261, § 1.

Altering, etc., signal or light for railway engine or train.

§ 638. A person who, with intent to bring a vessel, railway engine, or railway train into danger, either,

1. Unlawfully or wrongfully shows, masks, extinguishes, alters, or removes a light or other signal; or,

2. Exhibits any false light or signal;

Is punishable by imprisonment for not more than ten years.

Frauds in subscriptions for stock of corporations.

§ 590. A person who signs the name of a fictitious person to any subscription for, or agreement to take, stock in any corporation existing or proposed; and a person who signs to any subscription or agreement the name of any person knowing that such person does not intend in good faith to comply with the terms thereof, or under any understanding or agreement that the terms of such subscription or agreement are not to be complied with or enforced, is guilty of a misdemeanor.

§ 615. Repealed; Laws, 1882.

Sale by authorized agents restricted.

§ 616. No person, except as allowed in section 622, shall ask, take or receive any money or valuable thing as a consideration for any passage or conveyance upon any vessel or railway train, or for the procurement of any ticket or instrument, giving or purporting to give a right, either absolutely or upon a condition or contingency, to a passage or conveyance upon a vessel or railway train, or a berth or state room on a vessel, unless he is an authorized agent within the provisions of the last section; nor shall any person, as such agent, sell or offer to sell any such ticket, instrument, berth or state room, or ask, take or receive any

consideration for any such passage, conveyance, berth or state-room, excepting at the office designated in his appointment, nor until he has been authorized to act as such agent according to the provisions of the last section, nor for a sum exceeding the price charged at the time of such sale by the company, owners or consignees of the vessel or railway mentioned in the ticket. But a person who shall have purchased a ticket in good faith for his own passage, and shall have been prevented from using the same, may sell the ticket at any price not greater than the regular rate established therefor to another person in good faith for his own use.

Laws of 1860, chap. 103, § 2; Laws of 1857, chap. 470, § 1; Laws of 1868, chap. 820; Laws of 1876, chap. 201.

Unauthorized persons forbidden to sell certificates, receipts, etc., for the purpose of procuring tickets.

§ 617. No person other than an agent appointed, as provided in section 615, shall sell, or offer to sell, or in any way attempt to dispose of any order, certificate, receipt or other instrument, for the purpose, or under the pretense, of procuring any ticket or instrument mentioned in section 615, upon any company or line, vessel or railway train therein mentioned. And every such order sold or offered for sale by any such agent must be directed to the company, owners or consignees at their office.

Laws of 1860, chap. 103, § 2; Laws of 1857, chap. 470; Laws of 1868, chap. 820; Laws of 1876, chap. 201.

Punishment for violation of the preceding sections.

§ 618. A person guilty of a violation of any of the provisions of the preceding sections of this chapter is punishable by imprisonment in a State prison not exceeding two years, or by imprisonment in a county jail not less than six months.

Laws of 1860, chap. 103, § 4; Laws of 1857, chap. 470, § 1; Laws of 1868, chap. 820; Laws of 1876, chap. 201.

Conspiring to sell passage tickets in violation of law.

§ 619. All persons who conspire together to sell, or attempt to sell, to any person, any passage ticket, or other instrument mentioned in sections 615 and 616, in violation of those sections, and all persons, who, by means of any such conspiracy, obtain, or attempt to obtain, any money or other property, under the pretense of procuring or securing any passage or right of passage in violation of this chapter, are punishable by imprisonment in a State prison not exceeding five years.

Laws of 1860, chap. 103, § 5; Laws of 1857, chap. 470; Laws of 1868, chap. 820; Laws of 1870, chap. 103, § 5; Laws of 1870, chap. 423.

Conspirators may be indicted, notwithstanding object of conspiracy has not been accomplished.

§ 620. Persons guilty of violating the last section may be indicted and convicted for a conspiracy, though the object of such conspiracy has not been executed.

Laws of 1860, chap. 103, § 6; Laws of 1870, chap. 423, § 6; see § 171, *ante*.

Offices kept for unlawful sale of passage tickets, declared disorderly houses.

§ 621. All offices kept for the purpose of selling passage tickets in violation of any of the provisions of this chapter, and all offices where any such sale is made, are deemed disorderly houses; and all persons keeping any such office, and all persons associating together for the purpose of violating any of the provisions of this chapter, are punishable by imprisonment in a county jail, for a period not exceeding six months, and not less than three months.

Laws of 1860, chap. 103, § 7; Laws of 1870, chap. 423.

Station masters, conductors, etc., allowed to sell tickets.

§ 622. The provisions of this chapter do not prevent the station master or other ticket agent upon any railway, from selling in his office at any station on such

railway, any passage tickets upon such railway; nor do they prevent any conductor upon a railway from selling such tickets upon the trains of such railway.

Liability of persons in charge of steam engines.

§ 199. An engineer or other person having charge of a steam boiler, steam engine, or other apparatus for generating or applying steam employed in a boat or railway, or in a manufactory, or in any mechanical works, who willfully, or from ignorance or gross neglect, creates, or allows to be created, such an undue quantity of steam as to burst the boiler, engine or apparatus, or to cause any other accident, whereby the death of a human being is produced, is guilty of manslaughter in the second degree.

3 R. S. 934, § 21; Id. 973, § 31; 2 R. S. (Edm.) 717, § 25; 1 Whart. Cr. Law, § 362; see, also, §§ 260, 261, 322, 424, *post*.

Mismanagement of steam boilers.

§ 362. An engineer or other person having charge of a steam boiler, steam engine or other apparatus for generating or employing steam employed in a railway, manufactory, or other mechanical works, who, willfully or from ignorance or gross neglect, creates or allows to be created such an undue quantity of steam as to burst the boiler, engine or apparatus, or cause any other accident whereby human life is endangered, is guilty of a misdemeanor.

3 R. S. 973, § 31; see § 198, *ante*.

Employment of engineer who cannot read.

§ 418. A person who, as an officer of a corporation or otherwise, knowingly employs as an engineer or engine-driver to run locomotives or trains on any railway in this State a person who cannot read the time-tables and ordinary handwriting, is guilty of a misdemeanor.

2 R. S. 534, § 42; Laws of 1870, chap. 636, §§ 1, 3.

Person acting as engineer who cannot read.

§ 419. A person who, being unable to read the time-tables of the road and ordinary handwriting, acts as an engineer, or runs a locomotive or train on any of the railways in this State, is guilty of a misdemeanor.

2 R. S. 534, § 43; Laws of 1870, chap. 636, §§ 2, 3.

Intoxication of persons running trains and boats.

§ 420. A person who, being employed upon any railway as engineer, conductor, baggage-master, brakeman, switch-tender, fireman, bridge-tender, flagman, signalman, or having charge of stations, starting, regulating or running trains upon a railway, or being employed as captain, engineer or other officer of a vessel propelled by steam is intoxicated while engaged in the discharge of any of such duties, is guilty of a misdemeanor.

2 R. S. 941, § 39; Laws of 1857, chap. 623, § 31; Laws of 1871, chap. 500; Code Crim. Proc., § 56.

Failure to ring bell, etc.

§ 421. A person, acting as engineer driving a locomotive on any railway in this State, who fails to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded at least eighty rods from any place where such railway crosses a traveled road or street on the same level (except in cities), or to continue the ringing such bell or sounding such whistle at intervals until such locomotive and the train to which the locomotive is attached shall have completely crossed such road or street, is guilty of a misdemeanor.

2 R. S. 542, § 61; Laws of 1850, chap. 140, § 61; Laws of 1854, chap. 282.

Placing passenger car in front of baggage car.

§ 422. A person, being an officer or employee of a railway company, who knowingly places, directs, or suffers a baggage, freight, lumber, oil or merchandise car

to be placed in rear of a car used for the conveyance of passengers in a railway train, is guilty of a misdemeanor.

2 R. S. 541, § 60; Laws of 1850, chap. 140, § 38.

Platforms.

§ 423. A railway company, and any officer or director having charge thereof, and any person managing a railway in this State, or which runs its cars into or through this State, who fails to have the platforms or ends of the passenger cars constructed in such a manner as will prevent passengers falling between the cars when in motion, is guilty of a misdemeanor.

2 R. S. 560, § 143; Laws of 1867, chap. 483.

Other violations of duty by officers, agents or servants of railroad companies.

§ 424. An engineer, conductor, brakeman, switch-tender or other officer, agent or servant of any railway company, who is guilty of any willful violation or omission of his duty as such officer, agent or servant, by which human life or safety is endangered, the punishment of which is not otherwise prescribed, is guilty of a misdemeanor.

Laws of 1867, chap. 483, § 1, in part; see § 190, *ante*

Officer of corporation selling, etc., forged or fraudulent scrip, etc.

§ 518. An officer, agent or other person employed by any company or corporation existing under the laws of this State, or of any other State or Territory of the United States, or of any foreign government, who willfully and with a design to defraud, sells, pledges or issues, or causes to be sold, pledged or issued, or signs or procures to be signed with intent to sell, pledge or issue, or to be sold, pledged or issued, a false, forged or fraudulent paper, writing or instrument, being or purporting to be a scrip, certificate or other evidence of the ownership or transfer of any share or shares of the capital stock of such company or corporation, or a bond or other evidence of debt of such company or corporation, or a certificate or other evidence of the ownership or of the transfer of any such bond or other evidence of debt, is guilty of forgery in the third degree, and upon conviction, in addition to the punishment prescribed in this title for that offense, may also be sentenced to pay a fine not exceeding \$3,000.

3 R. S. 946, §§ 49, 50; § 591, *post*.

Falsely indicating person as corporate officer.

§ 519. The false making or forging of an instrument or writing, purporting to have been issued by or in behalf of a corporation or association, State or government, and bearing the pretended signature of any person, therein falsely indicated as an agent or officer of such corporation, is forgery in the same degree, as if that person were in truth such officer or agent of the corporation or association, State or government.

3 R. S. 946, § 48; 2 R. S. (Edm.) 695, § 47; Laws of 1855, chap. 155.

Terms "forge" and "forging."

§ 520. The expressions "forge," "forged" and "forging," as used in this chapter, include false making, counterfeiting and the alteration, erasure, or obliteration of a genuine instrument, in whole or in part, the false making or counterfeiting of the signature of a party or witness, and the placing or connecting together with intent to defraud different parts of several genuine instruments

3 R. S. 946, § 44.

Fraudulent issue of stock, scrip, etc.

§ 591. An officer, agent or other person in the service of any joint-stock company, or corporation formed or existing under the laws of this State, or of the United States, or of any State or Territory thereof, or of any foreign government or country, who willfully and knowingly, with intent to defraud, either,

1. Sells, pledges or issues, or causes to be sold, pledged or issued, or signs or

executes, or causes to be signed or executed, with intent to sell, pledge or issue, or to cause to be sold, pledged or issued, any certificate or instrument purporting to be a certificate or evidence of the ownership of any share or shares of such company or corporation, or any bond or evidence of debt, or writing purporting to be a bond or evidence of debt of such company or corporation, without being first thereto duly authorized by such company or corporation, or contrary to the charter or laws under which such corporation or company exists, or in excess of the power of such company or corporation, or of the limit imposed by law or otherwise upon its power to create or issue stock or evidences of debt ; or,

2. Reissues, sells, pledges or disposes of, or causes to be reissued, sold, pledged or disposed of, any surrendered or canceled certificates, or other evidence of the transfer or ownership of any such share or shares ;

Is punishable by imprisonment for not less than three years nor more than seven years, or by a fine not exceeding \$3,000, or by both.

Laws of 1855, chap. 155, §§ 1, 2.

Frauds in procuring organization of corporation, or increase of capital.

§ 592. An officer, agent or clerk, of a corporation, or of persons proposing to organize a corporation, or to increase the capital stock of a corporation, who knowingly exhibits a false, forged or altered book, paper, voucher, security or other instrument of evidence to any public officer or board authorized by law to examine the organization of such corporation, or to investigate its affairs, or to allow an increase of its capital, with intent to deceive such officer or board in respect thereto, is punishable by imprisonment in a State prison not exceeding ten years and not less than three years.

See Laws of 1829, chap. 94, § 29.

Misconduct of directors of stock corporations.

§ 594. A director of a stock corporation, who concurs in any vote or act of the directors of such corporation, or any of them, by which it is intended,

1. To make a dividend, except from the surplus profits arising from the business of the corporation, and in the cases and manner allowed by law ; or,

2. To divide, withdraw, or in any manner pay to the stockholders, or any of them, any part of the capital stock of the corporation ; or to reduce such capital stock without the consent of the Legislature ; or,

3. To discount or receive any note or other evidence of debt in payment of an installment of capital stock actually called in, and required to be paid, or with intent to provide the means of making such payment ; or,

4. To receive or discount any note or other evidence of debt with intent to enable any stockholder to withdraw any part of the money paid in by him on his stock ; or,

5. To apply any portion of the funds of such corporation, except surplus profits, directly or indirectly, to the purchase of shares of its own stock ; or,

6. To receive any such shares in payment or satisfaction of a debt due to such corporation ; or,

7. To receive in exchange for the shares, notes, bonds, or other evidences of debt of such corporation, shares of the capital stock or notes, bonds or other evidences of debt issued by any other stock corporation ;

Is guilty of a misdemeanor.

2 R. S. 297, § 1; Laws of 1830, chap. 742, § 7.

Frauds in keeping accounts, etc.

§ 602. A director, officer or agent of any corporation or joint-stock association, who knowingly receives or possesses himself of any property of such corporation or association, otherwise than in payment of a just demand, and with intent to defraud, omits to make, or to cause or direct to be made, a full and true entry thereof, in the books or accounts of such corporation or association ; and a director, officer, agent or member of any corporation or joint-stock association, who, with intent to defraud, destroys, alters, mutilates or falsifies any of the books, papers, writings or securities belonging to such corporation or association, or makes or concurs in making any false entry, or omits or concurs in omitting to

make any material entry in any book of accounts, or other record or document kept by such corporation or association, is punishable by imprisonment in a State prison not exceeding ten years, and not less than three years, or by imprisonment in a county jail not exceeding one year, or by a fine not exceeding \$500, or by both such fine and imprisonment.

Laws of 1829, chap. 94, § 29; Laws of 1843, chap. 218, § 6.

Officer of corporation publishing false reports of its condition.

§ 603. A director, officer or agent of any corporation or joint-stock association, who knowingly concurs in making or publishing any written report, exhibit or statement of its affairs or pecuniary condition, containing any material statement which is false, other than such as are elsewhere, by this Code, specially made punishable, is guilty of a misdemeanor.

Laws of 1874, chap. 440, §§ 1, 2.

(Section 607 repealed by chapter 377, Laws of 1884.)

(Section 608 repealed by chapter 377, Laws of 1884.)

Directors of corporation presumed to have knowledge of its affairs.

§ 609. A director of a corporation or joint-stock association must be deemed to have such a knowledge of the affairs of the corporation or association as to enable him to determine whether any act, proceeding or omission of its directors, is a violation of this chapter.

2 R. S. 296, § 14.

Director present at meeting, when presumed to have assented to proceedings.

§ 610. A director of a corporation, or joint-stock association, who is present at a meeting of the directors, at which any act, proceeding or omission of such directors in violation of this chapter occurs, must be deemed to have concurred therein, unless he at the time causes, or in writing requires, his dissent therefrom to be entered in the minutes of the directors.

2 R. S. 296, §§ 12, 13.

Director absent from meeting, when presumed to have assented to proceedings.

§ 611. A director of a corporation, or joint-stock association, although not present at a meeting of the directors, at which any act, proceeding or omission of such directors, in violation of this chapter, occurs, must be deemed to have concurred therein, if the facts constituting such violation appear on the record or minutes of the proceedings of the board of directors, and he remains a director of the same company for six months thereafter, without causing, or in writing requiring, his dissent from such illegality to be entered in the minutes of the directory.

Id.

Failure of director to disclose service of notice of application for injunction.

§ 612. A director, trustee or other officer of a joint-stock association or corporation, upon whom a notice of application for an injunction affecting the property or business of such joint-stock association or corporation is served, who omits to disclose to the other directors, officers, or managers thereof, the fact of such service, and the time and place of such application, is guilty of a misdemeanor.

Laws of 1870, chap. 151, § 1.

Foreign corporations subject to provisions of this chapter.

§ 613. It is no defense to a prosecution for violation of the provisions of this chapter, that the corporation was one created by the laws of another State, government or country, if it carried on business, or kept an office therefor, within this State.

"Director" defined.

§ 614. The term "director," as used in this chapter, embraces any of the persons having by law the direction or management of the affairs of a corporation, by whatever name such persons are described in its charter, or are known in law.

2 R. S. 804, § 56.

Carrying animal in a cruel manner, a misdemeanor.

§ 659. A person who carries or causes to be carried in or upon any vessel or vehicle or otherwise, any animal in a cruel or inhuman manner, or so as to produce torture, is guilty of a misdemeanor.

3 R. S. 974, § 38; Laws of 1880, chap. 209; Laws of 1867 chap. 375, § 5; § 663, *post*.

Transporting animals for more than twenty-four consecutive hours a misdemeanor.

§ 663. A railway corporation, or an owner, agent, consignee, or person in charge of any horse, sheep, cattle, or swine, in the course of, or for transportation, who confines, or causes or suffers the same to be confined, in cars for a longer period than twenty-four consecutive hours, without unloading for rest, water and feeding, during ten consecutive hours, unless prevented by storm or inevitable accident, is guilty of a misdemeanor. In estimating such confinement, the time during which the animals have been confined without rest, on connecting roads from which they are received, must be computed. If the owner, agent, consignee, or other person in charge of any such animals refuses or neglects upon demand to pay for the care or feed of the animals while so unloaded or rested, the railway company, or other carriers thereof, may charge the expense thereof to the owner or consignee and shall have a lien thereon for such expense.

3 R. S. 974, § 38; Laws of 1866, chap. 560, § 1.

Definitions.

§ 669. 1. The word "animal," as used in this title, does not include the human race but includes every other living creature;

2. The word "torture" or "cruelty" includes every act, omission, or neglect whereby unjustifiable physical pain, suffering or death is caused or permitted;

3. The words "impure and unwholesome milk" include all milk obtained from animals in a diseased or unhealthy condition, or who are fed on distillery waste, usually called "swill," or upon any substance in a state of putrefaction or fermentation.

3 R. S. 976, § 51; Laws of 1874, chap. 12, § 8; Laws of 1862, chap. 467, § 4.

Innkeepers and carriers refusing to receive guests and passengers.

§ 381. A person who, either on his own account or as agent or officer of a corporation, carries on business as innkeeper, or as common carrier of passengers, and refuses, without just cause or excuse, to receive and entertain any guest, or to receive and carry any passenger, is guilty of a misdemeanor.

See § 383, *post*.

No exclusion because of race, color, etc.

§ 383. No citizen of this State can, by reason of race, color, or previous condition of servitude, be excluded from the equal enjoyment of any accommodation, facility or privilege furnished by innkeepers or common carriers, or by owners, managers, or lessees of theaters or other places of amusement by teachers and officers of common schools and public institutions of learning, or by cemetery associations. The violation of this section is a misdemeanor, punishable by a fine of not less than \$50, nor more than \$500.

1 R. S. 377, §§ 22-24; see § 381, *ante*.

Issuing fictitious bills of lading, etc.

§ 626. A person being the master, owner or agent of any vessel, or officer

or agent of any railway, express or transportation company, or otherwise being or representing any carrier who delivers any bill of lading, receipt or other voucher, by which it appears that merchandise of any kind has been shipped on board a vessel, or delivered to a railway, express or transportation company, or other carrier, unless the same has been so shipped or delivered, and is at the time actually under the control of such carrier, or the master, owner, or agent of such vessel, or of some officer or agent of such company, to be forwarded as expressed in such bill of lading, receipt or voucher, is punishable by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by both.

2 R. S. 229; Laws of 1858, chap. 326, § 5; Laws of 1859, chap. 353; Laws of 1866, chap. 440.

Erroneous bills of lading or receipts issued in good faith excepted.

§ 630. No person can be convicted of an offense under the last two sections for the reason that the contents of any barrel, box, case, cask or other vessel or package mentioned in the bill of lading, receipt or other voucher did not correspond with the description given in such instrument of the merchandise received, if such description corresponds substantially with the marks, labels or brands upon the outside of such vessel or package, unless it appears that the defendant knew that such marks, labels or brands were untrue.

Duplicate receipts must be marked "duplicate."

§ 631. A person mentioned in sections 628 and 629, who issues any second or duplicate receipt or voucher of a kind specified in those sections at a time while a former receipt or voucher for the merchandise specified in such second receipt is outstanding and uncanceled, without writing across the face of the same the word "duplicate," in a plain and legible manner, is punishable by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by both.

Selling, hypothecating or pledging property received for transportation or storage.

§ 632. A person mentioned in sections 628 and 629, who sells or pledges any merchandise for which a bill of lading, receipt or voucher has been issued by him without the consent in writing thereto of the person holding such bill, receipt or voucher, is punishable by imprisonment not exceeding one year, or by a fine not exceeding \$1,000, or by both.

2 R. S. 229, § 4; Laws of 1858, chap. 326; Laws of 1859, chap. 353; Laws of 1866, chap. 440

Property demanded by process of law.

§ 634. The last two sections (§§ 632 and 633) do not apply to any case where property is demanded by virtue of legal process.

2 R. S. 229, § 8.

INDICES.

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For General Index to Vol. I, see Vol. II - - - -	1057 ¹

FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF NEW YORK,

For the Fiscal Year Ending September 30, 1886.

TRANSMITTED TO THE LEGISLATURE, JANUARY 12, 1887.

COMMISSIONERS:

JOHN D. KERNAN, WILLIAM E. ROGERS,
JOHN O'DONNELL.

Volume II.

ALBANY:
THE ARGUS COMPANY, PRINTERS.
1887.

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TABULATED STATEMENTS

OF

ANNUAL REPORTS.

TABLE

ROADS IN OPERATION —

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

"d" denotes

NAME OF ROAD.	1885.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Addison and Northern Penn.....	\$73,331 12	\$56,564 42	\$15,766 70	.....
Adirondack	114,157 06	92,299 97	21,167 09	\$106 32
Albany and Susquehanna.....	2,235,698 44	1,610,581 28	675,117 16	.....
Bath and Hammondsport.....	16,212 68	13,286 30	2,946 38	.....
Boston and Albany	7,308,472 52	4,741,270 94	2,467,201 58	429,509 50
Boston, Hoosac Tunn'l and West'n	500,687 36	506,521 37	d 5,834 01	.....
Bradford, Eldred and Cuba.....	42,855 68	44,249 03	d 1,393 35	.....
Brooklyn, Bath and Coney Isl'd.	50,151 24	47,173 34	2,978 90	3,191 48
Brooklyn, Bath and West End..	.....	.....	.....	.....
Brooklyn, Flatbush and Coney Isl'd	176,504 50	166,778 05	9,726 45	.....
Brooklyn and Rockaway Beach..	43,580 85	27,844 84	16,236 01	771 62
Buffalo Creek.....	112,556 53	48,352 42	64,206 10	.....
Buffalo, New York and Philadelphia	2,367,937 88	1,764,447 78	603,490 10	25,500 00
Buffalo, Rochester and Pittsburgh	.....	.....	.....	.....
Catskill Mountain.....	2,198 82	5,356 88	d 3,157 56	.....
Catskill Mountain (reorganized)..	28,873 78	12,530 98	16,362 78	.....
Chateaugay.....	102,948 40	87,294 89	15,653 51	.....
Chemung.....	132,802 46	114,379 95	17,922 51	.....
Clove Branch.....	9,632 21	10,091 67	d 459 46	.....
Conesus Lake.....	1,186 55	1,317 13	d 130 58	.....
Connecting Terminal	128,075 44	69,169 94	68,905 50	.....
Coopers'n and Susquehanna Valley	41,447 25	28,004 52	13,442 74	403 99
Corning, Cowanesque and Antrim.	607,595 02	412,111 06	195,483 96	.....
Crown Point Iron Company.....	85,172 41	22,868 05	11,304 36	.....
Delaware, Lackawanna and West'n	4,872,796 18	2,059,366 67	2,813,429 51	1,456 13
Dunkirk, Allegheny Valley and Pittsburgh.....	216,796 41	214,237 04	2,459 37	.....
Elmira, Cortland and Northern....	325,146 70	246,061 30	79,085 40	221 54
Elmira, Jefferson and Canandaigua	286,186 60	235,023 39	51,163 21	.....
Elmira and Williamsport.....	744,684 19	470,953 20	273,730 36	.....
Fonda, Johnstown and Gloversville	180,324 77	84,674 47	75,650 30	1,833 90
Geneva, Ithaca and Sayre	354,884 48	439,296 16	d 84,411 68	.....
Greenwich and Johnsonville.....	35,525 61	30,012 78	5,512 83	.....
Hartford and Connecticut West'n	307,324 71	293,878 40	14,043 31	3,137 56
Herkimer, Newport and Poland..	41,790 12	28,416 22	13,373 20	.....
Island.....	46,571 20	31,141 25	15,430 95	3,312 50
Kaaterskill.....	13,329 06	7,590 63	5,448 45	.....
Lackawanna and Pittsburgh.....	70,338 62	144,850 68	d 74,512 06	.....
Lake Champlain and Moriah.....	56,078 59	37,786 14	28,292 45	555 40
Lake Shore and Michigan South'n	14,042,606 02	8,755,212 69	5,287,236 38	1,270,711 93
Lebanon Springs.....	82,071 74	79,792 09	2,279 65	.....
Lehigh and Hudson River	173,007 27	99,775 08	73,232 19	.....
Long Island	2,626,478 87	1,774,244 90	1,062,233 97	136,224 21
Marine.....	16,932 55	12,620 53	3,312 02	.....
Middleburgh and Schoharie.....	9,059 08	6,538 44	2,520 59	.....
Middle'n, Un'nville and Water Gap	28,490 28	25,840 61	12,648 69	142 00
Newburgh, Dutchess and Conn ..	131,222 51	118,450 27	12,472 24	322 25
New Jersey and New York.....	168,064 81	180,765 12	87,801 19	.....
New York and Canada	612,573 32	409,791 41	208,780 91	.....
New York Cent. and Hud. River ..	21,668,841 90	15,222,267 18	6,409,574 72	2,796,999 54
N. Y. Cen., Hud. Riv. and Ft. O'ge.	2,280 00	2,237 12	42 88	.....

GROSS INCOME OF STEAM ROADS.

7

A.

SURFACE STEAM.

Expenses, Net Earnings, Income from other sources and Gross Income September 30, 1885 and 1886.

deficiency.

1886.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$15,766 70	\$90,653 46	\$61,837 06	\$28,815 40	.....	\$28,815 40
21,275 41	118,514 63	112,216 98	6,297 65	\$4,620 00	10,917 65
675,117 16	2,841,409 71	1,580,774 79	1,260,634 92	.....	1,260,634 92
2,946 88	16,629 73	15,135 80	1,493 93	.....	1,493 93
2,866,711 08	7,985,920 78	5,313,473 45	2,675,447 33	309,812 61	2,985,259 94
d 5,834 01	632,903 87	450,053 78	182,850 09	.....	182,850 09
d 1,368 35	45,823 61	55,650 49	d 9,826 88	.....	d 9,826 88
6,170 38	.....	.....	.....	.....	.....
.....	71,713 90	37,680 60	34,032 30	11,294 13	45,826 43
9,736 45	147,883 96	97,811 73	49,671 23	.....	49,671 23
17,007 63	43,373 81	28,789 99	14,583 82	348 67	14,932 69
64,206 10	133,396 81	56,951 72	76,444 59	.....	76,444 59
628,980 10	2,598,569 85	2,048,842 20	549,727 15	25,500 00	575,227 15
.....	772,293 77	591,445 78	180,847 99	93 060 96	278,938 95
d 3,157 56	.....	.....	.....	.....	.....
16,352 73	35,982 75	25,204 81	10,777 94	.....	10,777 94
15,653 51	101,292 41	86,705 81	14,586 60	.....	14,586 60
17,922 51	130,170 25	127,562 41	2,607 84	.....	2,607 84
d 459 46	10,036 32	8,555 34	1,480 98	.....	1,480 98
d 120 58	3,431 63	4,078 77	d 647 14	11 00	d 636 14
68,905 50	164,509 56	79,374 08	85,135 53	.....	85,135 53
13,846 73	38,001 74	26,801 41	11,200 33	598 96	11,799 29
195,483 96	614,687 88	395,576 96	219,110 92	.....	219,110 92
11,304 36	43,386 14	22,379 88	19,986 26	.....	19,986 26
2,314,885 64	5,646,178 65	2,331,383 25	3,314,795 40	.....	3,314,795 40
2,459 37	227,493 68	228,035 70	1,457 98	.....	1,457 98
79,316 94	369,284 68	339,551 48	29,713 20	217 39	29,930 59
51,163 21	289,027 99	257,533 81	31,494 08	.....	31,494 08
973,730 39	785,559 32	539,550 83	226,008 49	.....	226,008 49
d 77,484 20	163,663 98	79,991 52	88,672 46	8,971 36	87,643 82
d 84,411 68	412,128 08	361,548 31	60,579 77	.....	60,579 77
5,512 83	36,062 79	31,434 44	7,628 35	81 62	7,709 97
17,165 87	346,043 73	242,148 76	108,898 96	2,921 79	106,815 75
13,373 20	30,249 28	26,179 06	13,070 23	.....	13,070 23
18,743 45	54,412 14	36,049 61	18,363 53	3,600 00	21,963 53
5,448 45	11,283 35	7,467 88	3,815 52	.....	3,815 52
d 74,512 06	50,942 92	69,404 86	d 18,461 94	602 50	d 17,859 44
23,848 25	84,579 79	55,642 80	29,236 99	1,119 57	30,356 56
6,558,006 26	15,231,457 26	8,800,998 59	6,240,458 67	62,076 71	6,402,535 38
2,279 65	43,685 51	41,205 47	2,570 04	.....	2,370 04
73,222 19	206,293 83	120,921 18	88,372 64	.....	88,372 64
1,169,158 18	2,994,772 32	1,788,415 53	1,206,356 79	119,098 97	1,325,455 76
3,312 02	15,562 27	11,704 59	3,887 68	.....	3,887 68
2,520 59	8,303 83	7,019 50	1,284 32	.....	1,284 32
12,790 63	39,560 15	23,593 64	15,996 51	174 00	16,170 51
13,864 49	143,417 99	115,446 68	27,971 21	305 21	28,276 42
87,301 19	.....	.....	.....	.....	.....
203,780 91	772,664 59	471,571 81	301,092 78	.....	301,092 78
9,206,174 26	23,041,636 59	17,453,980 21	10,587,676 38	2,464,724 33	13,052,400 71
42 88	2,280 00	2,224 21	55 79	.....	55 79

TABLE A—

ROADS IN OPERATION—

Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending

"d" denotes

NAME OF ROAD.	1885.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
New York, Chicago and St. Louis	\$3,111,729 64	\$2,307,831 04	\$803,908 60	\$900 00
New York City and Northern	412,457 76	348,660 80	64,796 87	74 91
New York, Lake Erie and Western	20,657,442 24	13,987,329 27	6,670,112 97	1,002,691 66
New York and New England	3,230,410 67	2,262,321 87	1,018,088 80	23,264 39
New York, New Haven and Htfd.	6,735,537 55	4,312,999 09	2,422,538 46	110,237 20
New York, Ontario and Western	1,900,275 49	1,563,960 40	336,315 09	79,361 94
New York, Rutland and Montreal	99,187 83	95,423 68	3,764 15	57,543 50
New York and Sea Beach	3,498,416 49	4,531,096 43	d 1,037,679 94	219,500 26
New York, West Shore and Buff'o	111,985 55	94,532 59	17,453 96	2,723 00
New York, Woodhav. and Rock'y				
Northern Adirondack	307,627 77	221,174 26	86,453 51	
Northern of New Jersey	572,619 07	312,300 37	260,309 70	8,896 72
Ogdensburgh and Lake Champl'n	6,446 58	2,219 73	4,226 85	
Owasco River	31,249 83	23,016 77	8,233 06	
Port Jervis and Monticello	43,050 38	38,519 80	4,530 58	
Poughkeepsie, Htfd. and Boston	2,088,422 47	1,268,312 13	805,110 34	9,545 00
Rensselaer and Saratoga	18,243 40	9,261 39	6,982 01	613 81
Rochester and Lake Ontario	5,842 00	6,296 47	d 456 47	
Rochester and Ontario Belt	1,216,679 83	849,224 70	367,455 13	
Rochester and Pittsburgh	1,663,437 11	1,056,758 42	607,678 69	40,639 76
Rome, Watertown and Ogdensb'h	17,435 86	5,493 50	11,942 36	4,524 81
Saratoga, Mt. McG. and Lake Geo.	11,890 82	6,696 44	5,194 38	
Schoharie Valley	13,726 11	8,413 66	5,312 45	42 90
Silver Lake				
Silver Lake (reorganized)	23,848 68	15,640 20	7,708 48	
Skaneateles	85,062 14	144,866 50	d 59,764 36	
Sodus Bay and Southern	454,226 89	464,803 23	d 10,566 39	
Southern Central	156 73	146 77	9 96	
Southfield Branch	122,969 32	67,914 87	55,074 45	
Staten Island Rapid Transit	26,215 75	16,399 17	9,876 58	
Sterling Mountain	43,069 79	26,512 09	16,557 70	
Stony Clove and Catskill Mount'n	690,984 69	362,241 69	328,693 23	1,526 84
Syracuse, Binghamton and N. Y.	671,690 14	506,078 76	165,611 38	
Syracuse, Geneva and Corning	91,595 54	106,063 29	d 14,457 75	
Syracuse, Ontario and New York	343,616 91	173,558 29	170,058 62	
Tioga	18,693 57	23,766 84	d 5,073 27	2,329 68
Tonawanda Valley and Cuba	420,743 19	212,488 35	208,254 34	1,595 00
Troy and Boston	325,836 50	206,308 37	120,527 13	954 00
Ulster and Delaware	796,081 08	416,280 28	379,800 80	2,142 26
Utica and Black River	218,802 02	194,625 39	24,176 64	
Utica, Clin. & Bing. & Rome & Clin	90,960 66	70,963 09	20,007 57	
Walkkill Valley				
	\$111,632,961 47	\$77,175,826 01	\$34,457,135 46	\$6,244,808 50
ELEVATED				
Brooklyn	\$144,954 30	\$123,090 37	\$21,863 93	
Coney Island	10,596 85	9,580 59	1,016 26	\$425 00
Manhattan	6,796,971 73	3,618,225 40	3,178,746 33	208,536 15
Sea View				
Suburban Rapid Transit				
	\$6,952,523 88	\$3,750,896 29	\$3,201,626 59	\$204,020 15

GROSS INCOME OF STEAM ROADS.

9

(Continued).

SURFACE STEAM.

Expenses, Net Earnings, Income from other sources and Gross Income
September 30, 1885 and 1886.
deficiency.

1886.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$304,306 60	\$3,595,168 83	\$2,417,817 89	\$1,177,351 44	.....	\$1,177,351 44
64,871 73	523,851 23	413,275 23	111,076 00	\$116 50	111,192 50
7,672,804 63	24,562,438 06	16,008,594 60	8,553,838 46	946,459 64	9,500,298 10
1,041,253 19	3,863,994 25	2,482,648 14	1,381,346 11	85,411 58	1,416,757 63
2,582,855 66	7,472,289 73	4,661,029 88	2,811,259 85	129,656 68	2,940,916 53
415,677 08	1,492,851 19	1,194,451 69	298,399 50	38,508 01	336,907 51
.....	45,166 94	41,545 28	3,621 66	.....	3,621 66
61,807 65	76,241 41	68,181 07	8,110 34	16,244 44	24,354 78
d 818,179 68	638,224 88	949,698 20	d 323,468 32	36,179 23	d 290,299 10
20,254 96	133,008 28	93,743 96	39,232 32	13,228 43	52,490 80
.....	53,229 68	52,250 90	978 78	.....	978 78
86,453 51	322,216 00	241,806 07	80,409 93	8,598 87	89,003 67
299,206 43	618,328 76	365,944 55	232,384 21	13,445 74	275,829 58
4,226 35	9,329 15	3,395 37	5,933 78	.....	5,933 78
8,233 06	31,390 64	24,230 81	7,679 83	.....	7,579 83
6,530 58	49,601 33	44,232 04	5,379 28	10 00	5,389 28
814,656 34	2,290,391 73	1,231,810 34	998,581 39	6,631 50	1,005,232 89
7,595 83	17,797 67	10,434 89	7,363 38	1,494 25	8,847 53
d 456 47	.....	944 40	d 944 40	115 00	d 829 40
367,455 13	.....	.....	.....	.....	.....
648,818 45	2,348,844 98	1,836,669 04	1,011,675 94	29,748 72	1,041,424 66
16,477 17	13,627 05	6,062 19	7,544 86	500 00	8,044 86
5,194 33	12,306 66	7,320 20	4,988 46	.....	4,988 46
5,355 35	10,832 85	11,394 76	d 561 91	4,049 96	3,488 05
.....	7,151 34	2,770 26	4,381 06	5 00	4,386 08
7,706 48	23,933 48	18,632 24	5,301 24	.....	5,301 24
d 59,764 36	77,560 73	120,188 73	d 42,622 99	.....	d 42,622 99
d 10,566 39	467,068 57	415,616 43	51,452 15	.....	51,452 15
9 95	.....	.....	.....	.....	.....
55,074 45	296,614 43	199,795 24	96,819 24	.....	96,819 24
9,876 58	26,017 15	19,370 11	6,647 04	717 43	7,364 46
16,557 70	43,744 68	27,418 10	16,326 58	.....	16,326 58
330,520 07	742,024 13	302,443 57	349,580 56	.....	349,580 56
163,611 38	638,921 48	460,569 95	178,351 53	.....	178,351 53
d 14,457 75	88,505 27	77,809 39	10,695 88	.....	10,695 88
170,068 62	398,454 36	218,955 37	174,498 99	.....	174,498 99
d 2,143 59	10,624 17	18,819 83	d 3,195 16	.....	d 3,195 16
209,849 34	475,206 86	246,058 91	229,147 95	1,841 28	230,989 23
121,381 13	339,568 03	199,095 25	140,470 78	560 00	141,030 78
381,943 05	940,171 93	189,006 55	211,163 38	61,688 15	272,851 53
24,176 64	229,400 49	123,740 63	105,659 86	.....	105,659 86
20,007 57	99,407 48	81,048 31	18,559 17	.....	d 18,559 17
\$40,701,943 96	\$125,180,289 48	\$79,260,798 30	\$45,899,491 18	\$4,449,391 66	\$50,348,882 84
STEAM.					
\$31,883 93	\$518,480 54	\$379,372 36	\$139,108 18	\$351 55	\$139,459 73
1,441 33	509 54	916 26	d 406 72	.....	d 406 72
3,332,341 43	7,352,929 10	3,850,811 78	3,502,170 32	73,234 18	3,575,404 50
.....	8,541 23	7,046 27	1,494 96	230 23	1,715 19
.....	9,068 40	172,701 11	d 163,642 71	.....	d 163,642 71
\$3,405,646 74	\$7,899,571 81	\$4,410,847 78	\$3,473,724 03	\$73,806 96	\$3,547,529 99

TABLE A —
ROADS IN OPERATION —
Comparative Statement of Gross Earnings from Operation, Operating
from all sources, for years ending
"d" denotes

NAME OF ROAD.	1895.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Albany.....	\$135,841 81	\$101,609 84	\$33,731 97	.....
Amsterdam.....	5,195 08	5,417 09	d 223 06	\$65 00
Atlantic Avenue.....	448,681 59	374,127 95	74,553 64	50,855 46
Auburn and Owasco Lake.....	8,849 54	8,987 92	d 95 38	.....
Babylon.....	301 50	680 00	d 328 50	.....
Binghamton Central.....	1,017 73	1,308 00	d 190 27	.....
Binghamton and Port Dickinson.....	14,350 00	9,445 00	4,905 00	.....
Broadway (Brooklyn).....	400,155 12	284,328 57	115,826 55	7,323 15
Broadway and Seventh Avenue.....	1,097,629 44	723,078 59	374,547 85	7,020 00
Brooklyn, Bushwick & Queens Co.....	36,437 39	33,359 53	2,177 86	.....
Brooklyn City.....	2,272,984 73	1,768,585 96	504,398 77	11,579 62
Brooklyn City and Newtown.....	232,504 69	205,587 73	76,916 96	2,527 64
Brooklyn Crosstown.....	271,087 59	198,375 81	72,712 28	1,443 04
Buffalo.....	330,908 74	237,208 72	93,698 02	.....
Buffalo East Side.....	129,808 92	115,649 92	14,159 00	23,955 53
Bushwick.....	392,720 06	294,327 26	97,903 40	3,165 00
Calvary Cem'y, Gr'npt & Brook'n.....	.....	.....	.....	.....
Central City.....	26,559 25	14,635 47	11,923 78	.....
Central Crosstown.....	183,830 84	123,278 30	61,052 54	1,230 53
Central Park, North and E. River.....	751,094 24	480,735 79	270,308 45	23,656 05
Christopher and Tenth Street.....	215,833 85	143,362 28	72,476 57	1,896 00
City (Binghamton).....	2,851 49	2,616 84	234 65	.....
City of Poughkeepsie.....	17,508 44	15,323 47	2,179 97	253 00
Coney Island and Brooklyn.....	202,994 57	164,044 73	38,949 84	518 00
Cortland and Homer.....	1,749 29	604 68	1,054 61	3 00
Dry Dock, E. Broadway & Batt'y.....	872,383 99	579,436 07	292,947 92	8,239 45
Dunkirk and Fredonia.....	9,151 24	4,541 22	4,610 02	99 15
East Genesee Street & Seward Av.....	8,842 54	8,937 92	d 95 38	.....
Eighth Avenue.....	683,219 56	462,480 46	190,739 10	17,946 25
Elmira and Horseheads.....	18,704 59	16,781 81	1,922 28	1,868 32
Fifth Ward.....	24,190 17	19,065 36	5,124 81	298 00
Forty-second St. & Grand St. F'y.....	410,426 60	218,445 69	191,980 91	1,523 50
Forty-second St., Man. & St. N. Ave.....	122,279 85	108,515 28	13,764 07	.....
Frankfort and Illon.....	4,629 92	4,275 20	254 72	.....
Fulton and Oswego Falls.....	.....	.....	.....	.....
Genesee and Water Street.....	22,050 25	15,498 11	6,552 14	241 00
Grand Street and Newtown.....	140,089 41	125,295 17	14,794 24	.....
Grand St., Prospect P'k & Flatb'h.....	126,238 17	109,779 99	16,458 18	.....
Harlem Bridge, Morris & Fordh'm.....	181,545 61	121,398 65	60,146 96	1,053 67
Herkimer and Mohawk.....	4,842 96	3,610 30	1,232 66	.....
Houston, West St. & Pavonia F'y.....	225,635 20	156,433 11	69,202 09	3,927 56
Jamaica and Brooklyn.....	9,718 80	21,753 38	d 12,034 58	2,755 08
Jamestown.....	6,811 08	4,743 61	2,067 47	.....
Jerome Park.....	6,695 20	484 04	6,211 16	.....
Johnst'n, Gloverav'le & Kingsboro.....	9,992 02	6,229 63	3,762 39	.....
Kingston City.....	24,599 79	17,463 25	7,136 54	.....
Long Island City and Newtown.....	15,458 21	12,638 21	2,770 00	.....
Mohawk and Illon.....	5,193 09	2,800 01	2,393 08	33 68
Mount Vernon and East Chester.....	.....	.....	.....	.....
New Brighton & Onondaga Valley.....	3,518 55	2,443 87	1,068 68	.....
New Williamsburgh and Flatbush.....	174,864 88	132,374 99	42,489 89	158 00
New York and Harlem.....	863,123 81	541,124 39	311,999 42	37,848 41
Niagara Falls & Suspension B'dge.....	18,398 10	13,959 80	4,438 30	29 26
Ninth Avenue.....	206,778 99	161,155 42	47,623 57	6,820 98
North and East Greenbush.....
Olean.....	6,577 85	4,763 04	1,814 81	149 26

GROSS INCOME OF STREET ROADS.

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(Continued).

SURFACE STREET.

Expenses, Net Earnings, Income from other sources and Gross Income
September 30, 1885 and 1886.

deficiency.

1886.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.
\$32,731 97	\$149,252 36	\$121,357 56	\$26,894 80	.....	\$26,894 80
d 157 06	5,481 56	4,782 72	698 84	.....	698 84
125,409 10	498,594 27	429,232 63	69,361 64	\$48,088 98	117,450 62
d 95 88	4,241 84	3,881 88	359 96	.....	359 96
d 228 50	323 25	682 00	d 353 75	.....	d 353 75
d 190 27	1,043 56	1,688 00	d 644 44	.....	d 644 44
4,905 00	13,175 00	9,995 00	3,180 00	.....	3,180 00
123,151 70	419,545 04	321,115 48	98,429 56	6,406 89	104,836 45
381,567 85	1,634,944 95	1,133,185 93	501,759 02	4,700 00	506,459 02
2,177 86	64,195 86	87,317 41	d 23,121 55	.....	d 23,121 55
515,978 39	2,295,491 54	1,919,793 76	375,697 75	13,083 33	388,780 11
79,444 50	264,625 74	207,128 55	57,367 19	2,884 85	60,252 04
74,154 23	237,161 52	208,558 74	83,607 78	2,265 56	85,873 34
93,698 03	318,719 17	249,403 04	69,316 13	.....	69,316 13
37,114 52	188,946 07	143,706 25	45,239 82	.....	45,239 82
101,067 40	393,167 96	318,330 56	74,837 40	2,420 00	77,257 40
11,923 78	12,195 22	13,186 63	8 69	164 38	173 07
62,223 07	29,096 86	17,405 22	11,681 63	823 50	12,505 13
208,964 50	202,245 63	123,127 64	70,117 98	573 91	70,691 89
74,372 57	755,565 68	625,379 67	230,136 01	30,362 86	260,548 86
234 65	230,471 30	154,950 76	75,520 54	1,896 00	77,416 54
2,431 97	3,023 68	2,587 38	441 30	.....	441 30
39,467 84	17,892 15	18,829 09	4,063 06	231 00	4,324 06
1,057 61	217,549 11	174,041 53	43,507 58	1,133 72	44,641 30
301,187 37	8,668 36	7,443 26	1,225 10	251 98	1,477 08
d 4,709 17	857,730 07	650,549 45	207,180 62	10,217 39	217,398 01
95 88	9,472 35	4,963 17	4,519 18	31 71	4,550 89
208,685 35	4,241 33	3,881 88	359 45	.....	359 45
2,739 60	602,693 08	520,774 35	171,888 71	11,475 84	183,364 55
5,420 81	18,899 09	18,511 14	357 95	796 38	1,154 33
198,509 41	27,255 67	22,166 02	5,089 65	801 50	5,891 15
18,764 07	372,332 20	223,875 07	138,457 13	21,488 58	159,945 71
254 72	300,839 11	273,567 61	d 27,271 50	316 65	d 27,588 15
6,793 14	3,545 25	4,291 22	745 97	802 50	443 47
14,794 24	1,133 00	673 23	459 77	.....	459 77
16,453 18	23,072 78	16,999 02	6,073 76	86 00	6,159 76
61,200 69	142,466 05	118,602 68	23,863 37	8,475 70	32,339 07
1,232 68	123,580 28	104,950 52	18,639 74	.....	18,639 74
73,129 65	200,442 67	145,417 69	55,024 98	550 00	55,574 98
9,279 56	4,044 70	2,951 23	1,093 47	.....	1,093 47
2,067 47	229,631 70	173,819 69	55,812 01	11,814 07	67,636 08
6,211 16	8,564 30	13,794 91	d 5,230 61	4,083 10	d 1,147 51
2,762 39	9,013 59	8,789 11	224 48	28 20	252 68
7,126 54	7,081 30	6,750 00	6,403 30	.....	6,403 30
2,770 00	12,192 49	6,789 97	5,402 52	305 00	5,707 52
2,426 76	26,622 46	18,653 83	7,968 63	.....	7,968 63
1,068 68	16,771 41	9,472 88	7,298 53	510 00	7,808 53
42,647 89	8,404 79	2,486 57	918 22	.....	918 22
349,847 83	1,859 79	1,859 79	.....	.....	.....
4,483 05	8,893 74	2,337 17	1,066 57	.....	1,066 57
54,444 55	229,370 49	203,238 08	26,137 41	158 00	26,295 41
1,957 17	924,783 24	633,144 63	291,638 61	37,698 77	329,337 38
	21,935 44	16,345 37	5,290 07	.....	5,290 07
	222,954 46	194,317 84	28,636 62	6,607 96	35,244 57
	7,181 87	6,585 07	646 30	.....	646 30
	7,001 16	5,785 77	1,215 39	.....	1,215 39

TABLE A—
ROADS IN OPERATION—
Comparative Statement of Gross Earnings from Operation, Operating from all sources, for years ending
"d" denotes

NAME OF ROAD.	1885.			
	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.
Oneida	\$1,330 75	\$679 06	\$651 69	\$26 00
Oswego	2,030 08	999 92	1,030 16	.....
Ogdensburg .....	.....	.....	.....	.....
Prospect Park and Coney Island	242,661 81	196,965 81	45,706 50	18,691 48
Pros't P'k and Coney Is'd, lessee .....	.....	.....	.....	.....
Richmond County .....	.....	.....	.....	.....
Rochester City and Brighton	318,930 96	222,397 05	91,533 91	2,634 23
Rockaway Village .....	.....	.....	.....	.....
Sea Cliff Inclined Cable .....	.....	.....	.....	.....
Second Avenue	968,868 50	680,588 62	287,229 68	.....
Seneca Falls and Cayuga Lake .....	.....	.....	.....	.....
Sixth Avenue	849,906 85	571,662 43	278,244 43	1,736 50
South Brooklyn Central	114,016 74	74,534 89	39,481 85	.....
South Ferry	19,775 60	21,431 10	d 1,655 50	700 00
Staten Island Shore	22,537 76	20,742 55	1,795 21	.....
Steinway and Hunter's Point	54,198 07	57,607 79	d 3,409 72	385 33
Stillwater and Mechanicville	4,611 98	3,733 96	878 02	.....
Syracuse and Geddes	21,172 69	15,398 45	5,779 24	10 00
Syracuse and Onondaga	19,440 30	11,727 58	7,712 72	439 50
Third Avenue	1,542,828 42	1,001,267 33	541,561 09	99,246 54
Troy and Albia	25,866 20	19,616 64	6,249 56	51 60
Troy and Lansingburgh	239,124 54	237,177 73	61,946 81	109 00
Twenty-third Street	515,557 25	355,173 44	160,383 81	12,842 96
Utica, Clinton and Binghamton	43,513 16	31,197 44	12,315 72	70,557 50
Utica and Mohawk	241 01	2,047 35	d 1,806 34	.....
Van Brunt Street and Erie Basin	18,939 10	16,054 51	2,884 59	.....
Wash'n Street and State Asy'm.	8,160 62	9,398 61	d 1,247 99	.....
Watervliet Turnpike and Railr'd.	67,481 03	60,898 24	6,582 79	6,795 59
	\$16,562,365 70	\$11,795,751 12	\$4,766,614 58	\$436,700 84

GROSS INCOME OF STREET ROADS.

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(Continued).

SURFACE STREET.

Expenses, Net Earnings, Income from other sources and Gross Income
September 30, 1885 and 1886.
deficiency.

	1886.					
Gross income from all sources.	Gross earnings from operation.	Operating expenses.	Net earnings from operation.	Income from other sources than operation.	Gross income from all sources.	
\$577 00	\$4,177 83	\$3,752 85	\$424 47	\$95 83	\$519 79	
1,080 16	9,226 93	9,812 56	d 585 63	.....	d 585 63
...	1,430 80	680 58	749 72	.....	749 72
67,899 98	155,287 16	119,188 09	36,099 07	35,103 96	69,203 03	
.....	83,836 68	69,311 45	14,524 23	863 07	15,386 30	
.....	9,610 67	6,680 71	2,929 96	.....	2,929 96
94,108 14	374,523 94	288,783 63	85,740 31	3,140 46	88,880 77	
.....	2,410 95	2,838 94	d 417 89	59 00	d 358 89	
.....	1,052 94	431 38	621 56	.....	621 56
237,829 68	1,052,965 37	725,214 25	327,771 09	.....	327,771 09
.....	2,516 81	524 25	2,292 56	.....	2,292 56
279,950 93	889,402 95	594,008 97	245,393 98	4,200 09	249,594 07	
39,481 85	95,670 19	72,859 66	22,810 53	.....	22,810 53
d 955 50	13,653 01	22,995 36	d 9,342 35	125 23	d 9,217 12	
1,795 21	13,197 18	17,629 30	567 88	.....	567 88
d 3,024 39	83,301 63	37,663 90	d 5,363 27	420 00	d 4,942 27	
873 02	5,402 60	3,789 75	1,612 85	7 85	1,620 70	
5,739 24	21,697 60	16,274 99	5,422 61	.....	5,422 61
8,152 22	22,051 80	14,185 60	7,866 20	788 00	8,649 20	
640,807 63	1,882,959 03	1,062,108 58	290,852 45	43,707 88	336,560 33	
6,301 16	27,708 18	19,953 81	7,749 32	31 80	7,781 12	
62,055 81	306,277 75	230,854 51	75,423 24	825 73	76,248 97	
173,226 77	634,995 70	459,879 37	175,116 33	24,104 68	199,221 01	
33,873 23	42,249 93	29,427 30	12,822 63	70,500 00	83,323 62	
d 1,806 34	4,479 91	3,325 37	1,154 54	.....	1,154 54
2,884 59	20,979 88	16,271 36	4,708 52	270 00	4,978 52	
1,247 99	10,163 25	9,873 18	291 07	.....	291 07
13,334 38	69,223 50	57,237 80	11,985 70	6,506 53	13,492 23	
\$5,203,315 42	\$17,833,134 19	\$13,590,855 08	\$4,242,279 11	\$424,246 89	\$4,666,526 00	

TABLE

ROADS IN OPERATION —

*Comparative Statement of Deductions from Gross Income (Interest, September 30,**"d" denotes*

NAME OF ROAD.	1885.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.
Addison and Northern Penn.	\$15,168 20	.....	\$725 36	\$15,893 56
Adirondack.....	7,217 00	.....	4,976 36	12,193 36
Albany and Susquehanna .....	.....	\$361,409 17	60,030 20	1,011,439 37
Bath and Hammondsport.....	2,584 98	.....	411 40	2,946 38
Boston and Albany.....	662,900 00	75,000 00	552,405 18	1,290,305 18
Boston, Hoosac Tunnel & West'n	100,000 00	.....	18,980 60	118,980 60
Bradford, Eldred and Cuba.....	83,600 00	.....	1,016 90	84,616 90
Brooklyn, Bath and Coney Island	5,100 00	.....	1,200 00	6,300 00
Brooklyn, Bath and West End.....	.....	.....	.....	.....
Brooklyn, Flatb'h & Coney Island..	76,408 52	.....	1,437 38	77,846 83
Brooklyn and Rockaway Beach..	6,489 16	.....	777 76	7,266 92
Buffalo Creek.....	19,777 43	.....	6,986 94	26,764 17
Buffalo, New York & Philadelphia	658,879 80	86,303 19	106,298 94	851,481 93
Buffalo, Rochester & Pittsburgh.	.....	.....	.....	.....
Catskill Mountain.....	6,122 49	.....	1,436 43	7,558 92
Catskill Mountain (reorganized)..	.....	675 00	531 12	1,206 12
Chateaugay.....	2,823 57	.....	1,144 77	3,968 34
Chemung.....	7,716 13	23,500 00	6,156 25	37,372 38
Clove Branch.....	.....	.....	739 81	739 81
Coneus Lake.....	938 80	.....	84 47	957 77
Connecting Terminal.....	25,000 00	.....	8,719 08	33,719 08
Cooperstown and Susq. Valley ..	8,225 00	.....	1,362 12	9,577 12
Corning, Cowanesque and Antrim	.....	150,000 00	16,289 67	166,289 67
Crown Point Iron Company.....	.....	.....	.....	.....
Delaware, Lackawanna & West'n	.....	2,080,919 38	215,085 92	2,296,005 25
Dunkirk, Allegheny Val. & Pittsb.	.....	.....	9,228 88	9,228 88
Elmira, Cortland and Northern ..	56,507 66	.....	19,397 97	75,905 63
Elmira, Jefferson & Canandaigua.	12,813 75	80,500 00	8,384 83	51,698 58
Elmira and Williamsport.....	18,294 37	151,500 00	8,563 59	178,357 96
Fonda, Johnstown & Gloversville.	33,063 90	.....	7,635 53	40,699 43
Geneva, Ithaca and Sayre.....	66,390 00	.....	13,856 78	80,246 78
Greenwich and Johnsonville.....	.....	.....	854 31	854 31
Hartford and Conn. Western.....	44,412 95	.....	23,859 90	68,272 85
Herkimer, Newport and Poland..	4,423 19	.....	1,377 06	5,800 85
Island.....	16,000 00	.....	5,119 06	21,119 06
Kaaterskill.....	7,695 94	.....	481 41	8,177 35
Lackawanna and Pittsburgh.....	106,415 50	.....	4,742 20	111,157 70
Lake Champlain & Moriah.....	.....	.....	2,969 20	2,969 20
Lake Shore & Michigan Southern	3,322,444 17	453,968 49	506,543 96	4,279,956 62
Lebanon Springs.....	.....	.....	4,368 36	4,368 36
Lehigh and Hudson River.....	85,184 85	.....	8,209 78	93,394 63
Long Island.....	844,846 49	297 559 65	82,106 43	724,512 63
Marine.....	.....	.....	2,371 06	2,371 06
Middleburgh and Schoharie.....	1,080 00	.....	423 52	1,503 52
Middletown, Unionv. & Water Gap	.....	28,375 00	1,819 10	27,064 10
Newburgh, Dutchess and Conn....	11,400 00	.....	4,975 52	16,375 52
New Jersey and New York	17,500 00	8,400 00	5,653 47	31,553 47
New York and Canada.....	.....	235,751 46	30,877 81	266,628 77
New York Cent. and Hud. River...	3,681,795 48	1,976,028 20	1,372,007 98	7,029,831 66
N. Y. Cent., H. R. and Fort Orange	.....	.....	.....	.....
New York, Chicago and St. Louis	1,247,184 96	.....	308,151 57	1,555,336 53
New York City and Northern.....	240,300 00	1,000 00	28,717 45	270,017 45

NET INCOME OF STEAM ROADS.

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B.

SURFACE STEAM.

Rentals, Taxes, etc.,) and Net Income from all sources for years ending 1885 and 1886.

deficiency.

1886.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
d \$126 86	\$18,263 72	.....	\$739 94	\$14,008 66	\$14,811 74
9,082 05	6,829 89	.....	4,032 27	10,862 16	56 49
d 336,323 21	.....	\$943,010 18	57,845 05	1,000,875 18	269,759 74
1,606,405 90	2,103 33	.....	881 26	2,844 59	1,060 66
.....	663,430 41	78,000 00	496,914 60	1,238,335 01	1,746,924 98
d 124,794 61	100,000 00	.....	18,983 19	118,983 19	63,816 90
36,010 25	83,600 00	.....	1,136 88	34,736 88	44,563 76
d 129 62	.....	.....	.....	.....	.....
.....	5,166 67	.....	.....	5,166 67	40,159 78
d 68,114 40	77,843 99	.....	17,307 95	96,211 94	45,640 71
9,740 71	4,999 81	.....	874 53	5,874 33	9,051 66
37,441 98	15,401 70	.....	9,027 13	24,423 83	52,015 76
d 172,491 83	1,616,613 73	61,699 88	96,022 82	1,774,236 43	1,199,009 23
.....	259,484 96	.....	81,458 75	290,593 73	16,964 78
d 10,716 48	.....	.....	.....	.....	.....
15,146 66	1,050 80	2,580 00	2,253 91	6,484 71	4,223 23
11,635 17	2,122 46	.....	951 00	8,073 46	11,513 14
d 19,449 67	6,247 61	22,885 06	6,548 90	35,681 59	33,073 75
1,199 27	.....	.....	650 06	650 06	830 28
d 1,096 35	1,400 00	.....	82 65	1,433 65	2,069 79
35,198 47	22,916 67	.....	9,110 46	32,027 13	58,106 40
4,269 61	7,777 25	.....	1,185 42	8,962 67	2,831 62
29,194 29	.....	150,000 00	16,902 92	166,902 52	52,208 00
11,304 86	.....	.....	.....	.....	19,986 26
578,880 39	.....	2,060,998 00	176,486 47	2,207,489 47	1,107,802 93
d 6,769 45	.....	.....	10,305 06	10,305 06	8,847 08
3,411 81	48,965 53	.....	17,826 73	68,812 25	36,881 66
d 535 37	10,185 51	30,790 61	9,069 59	50,006 71	18,514 63
25,872 43	16,971 01	151,500 00	9,639 12	176,160 13	47,848 86
36,784 77	83,144 00	.....	11,204 00	44,348 00	43,236 82
d 164,658 46	81,680 00	.....	14,456 76	96,086 76	35,506 99
4,658 52	.....	.....	832 61	832 61	6,877 36
d 51,086 98	33,279 82	.....	18,361 14	51,640 46	55,175 29
7,597 35	3,307 99	.....	1,829 26	4,997 25	8,079 98
d 2,376 60	24,000 00	.....	5,381 62	29,381 62	7,419 09
d 2,728 90	3,749 10	.....	523 35	4,272 45	456 93
d 185,699 76	2,839 00	.....	4,045 84	6,874 34	24,723 78
20,869 65	.....	.....	3,588 66	3,588 66	26,787 90
d 2,278,649 64	8,841,386 49	442,120 58	516,667 07	4,800,181 14	2,102,354 24
d 2,083 70	.....	.....	3,458 57	3,458 57	1,068 53
d 20,162 44	91,338 90	.....	6,379 30	97,713 20	9,340 56
464,645 56	352,275 63	304,063 51	83,910 00	740,249 14	585,204 62
940 98	.....	.....	3,887 63	2,687 68	.....
1,012 07	1,060 00	.....	421 08	1,501 08	216 76
d 14,308 43	.....	23,101 80	.....	25,101 80	8,931 29
d 2,511 04	11,400 00	.....	5,506 95	16,906 95	11,399 47
5,748 73	.....	.....	82,908 09	268,787 53	82,305 25
d 62,847 86	8,569,661 12	8,488,279 99	1,360,371 09	8,402,302 20	4,660,098 51
2,176,349 60	.....	.....	.....	.....	55 79
43 68	.....	.....	.....	.....	.....
d 750,477 98	.....	.....	415,066 25	415,066 25	769,235 10
d 305,145 67	240,300 00	1,000 00	12,820 62	254,120 62	143,928 12

TABLE B—
ROADS IN OPERATION—
*Comparative Statement of Deductions from Gross Income (Interest,
September 30,*

NAME OF ROAD.	1885.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
New York, Lake Erie and West'n.	\$5,323,335 57	\$2,445,672 37	\$1,280,740 24	\$9,049,748 18
New York and New England.....	922,535 72	130,132 16	95,816 18	1,148,483 06
New York, New Haven and Hart'd	80,000 00	420,970 00	311,017 44	811,987 44
New York, Ontario and Western.	4,840 00	188,648 48	192,253 78	385,741 26
New York, Rutland and Montreal	.....	.....	.....	.....
New York and Sea Beach.....	21,342 40	.....	77,010 90	98,353 30
New York, West Shore and Bug'o	199,304 52	.....	472,464 71	670,769 23
New York, Woodhav'n and Rock'y	44,100 00	.....	2,586 20	46,686 20
Northern Adirondack.....	.....	.....	.....	.....
Northern of New Jersey.....	23,309 33	11,025 00	4,835 96	39,170 29
Ogdensburgh and Lake Champl'n	210,552 00	.....	27,875 81	238,427 81
Owasco River.....	.....	.....	.....	.....
Port Jervis and Monticello.....	3,489 60	.....	3,338 55	6,828 15
Poughkeepsie, Hart'd and Boston	306 87	5,996 00	1,921 52	8,225 35
Rensselaer and Saratoga.....	.....	754,275 81	93,481 44	847,757 25
Rochester and Lake Ontario.....	.....	.....	1,818 03	1,318 08
Rochester and Ontario Belt.....	2,658 47	.....	568 75	3,227 22
Rochester and Pittsburgh.....	289,643 75	55,200 00	54,243 00	499,186 75
Rome, Watertown and Ogdensb'h	506,192 96	41,500 00	85,177 80	632,870 56
Saratoga, Mt. McG. and L. George	11,175 95	.....	1,804 03	12,979 97
Schoharie Valley.....	2,400 00	.....	535 03	2,935 03
Silver Lake.....	479 83	.....	742 11	1,221 94
Silver Lake (reorganized).....	.....	.....	.....	.....
Skaneateles.....	2,027 00	.....	568 75	2,595 75
Sodus Bay and Southern.....	1,707 92	.....	2,116 59	3,824 51
Southern Central.....	168,783 25	12,600 00	26,481 41	207,864 66
Southfield Branch.....	.....	.....	44 95	44 95
Staten Island Rapid Transi.....	28,483 60	80,600 00	26,763 63	135,847 23
Sterling Mountain.....	.....	.....	448 55	448 55
Stony Clove and Catskill Mount'n	11,622 00	.....	1,396 09	13,018 09
Syracuse, Bingh'n and New York.	141,400 00	.....	55,190 74	196,590 74
Syracuse, Geneva and Corning...	.....	223,896 72	10,559 46	234,456 18
Syracuse, Ontario and New York.	54,000 00	.....	4,638 53	58,638 53
Tioga.....	55,285 00	14,794 00	6,190 11	76,269 11
Tonawanda Valley and Cuba.....	.....	.....	.....	.....
Troy and Boston.....	194,741 05	27,400 00	17,124 70	239,265 75
Ulster and Delaware.....	41,599 11	.....	21,772 48	63,371 59
Utica and Black River.....	124,138 25	89,609 60	29,227 81	192,975 66
Utica, Clinton and Binghamton	.....	96,000 00	9,081 28	105,081 28
and Rome and Clinton.....	.....	.....	9,170 42	28,670 42
Wallkill Valley.....	17,500 00	.....	.....	.....
			*\$4,874,324 55	
			1,522,698 35	
	\$19,612,541 94	\$10,965,509 63	\$6,397,032 90	\$36,975,084 47
ELEVATED				
Brooklyn.....	\$21,141 83	.....	\$722 10	\$21,863 93
Coney Island.....	9,590 10	.....	257 74	9,847 84
Manhattan.....	1,439,043 99	\$20,000 00	849,758 03	1,808,803 01
Sea View.....	.....	.....	.....	.....
Suburban Rapid Transit.....	.....	.....	.....	.....
	\$1,460,775 92	\$20,000 00	*\$350,737 86	\$1,840,513 78

* Taxes.

NET INCOME OF STEAM ROADS.

17

(Continued).

SURFACE STEAM.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1885 and 1886.

1886					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$1,376,943 55	\$5,123,207 90	\$3,278,204 83	\$1,084,274 42	\$9,485,687 15	\$14,610 95
d 177,130 87	1,067,087 03	66,235 27	139,275 51	1,273,507 84	144,159 79
1,170,868 22	80,000 00	420,730 00	306,946 14	807,676 14	2,133,240 89
29,935 77	77,758 65	.....	145,661 84	223,419 99	113,487 52
.....	.....	.....	1,065 17	1,065 17	2,556 49
d 37,045 65	17,848 62	.....	679 81	13,523 43	d 5,831 35
d 1,488,948 91	50,352 56	.....	228,534 91	278,887 50	d 569,176 80
d 26,431 24	46,860 00	.....	2,248 08	49,128 08	d 8,862 72
.....	.....	.....	.....	.....	978 78
47,288 22	23,120 00	11,025 00	5,120 66	39,265 66	49,738 01
30,778 61	236,736 73	.....	33,640 60	269,877 83	6,452 25
4,225 85	1,644 94	.....	300 01	2,634 95	3,898 83
1,366 91	3,500 00	.....	8,437 79	6,837 79	612 04
d 1,662 81	614 24	.....	7,196 19	7,810 43	d 2,421 15
d 33,701 91	.....	886,183 72	105,188 54	900,373 26	d 14,890 63
.....
6,277 79	.....	.....	996 37	996 87	7,851 16
d 3,883 69	12,921 34	.....	263 60	13,184 91	d 14,014 34
d 131,781 62	.....	.....	.....	.....	.....
15,447 59	526,869 77	166,619 79	100,181 74	793,681 30	247,763 36
8,497 20	9,180 00	.....	1,277 85	10,457 85	d 2,412 49
.....
2,259 25	2,400 00	.....	440 00	2,840 00	2,143 46
4,133 41	72 30	.....	591 80	664 10	2,823 05
.....	1,360 00	.....	20 96	1,380 96	3,005 12
d 5,114 73	1,990 00	.....	760 65	2,750 65	d 2,550 59
d 63,688 87	8,198 11	.....	2,801 64	8,999 75	d 48,622 74
.....
d 218,431 05	171,363 49	12,600 00	22,679 74	206,033 23	d 155,181 08
d 35 00	.....	.....	.....	.....	.....
d 80,772 78	74,563 84	80,000 00	58,615 18	213,798 52	d 114,979 28
9,428 03	13,557 97	.....	439 79	13,997 76	d 6,633 80
3,539 61	10,657 12	.....	1,642 73	12,299 85	4,026 73
.....
d 133,929 83	141,400 00	.....	42,161 88	193,561 88	166,018 68
d 70,844 60	.....	212,973 83	10,917 42	223,891 25	d 45,539 72
d 73,068 28	54,000 00	.....	4,507 15	58,507 15	d 47,811 27
d 91,809 51	51,589 44	14,704 00	11,204 85	77,538 29	96,960 70
d 2,143 59	.....	.....	8,355 84	8,355 34	d 11,550 50
.....
d 29,416 41	199,574 14	27,400 00	26,202 47	253,176 61	d 22,187 38
d 58,009 54	42,406 85	4,250 00	21,607 62	69,264 47	d 72,756 31
188,967 59	59,820 00	19,537 67	22,176 12	101,533 99	171,317 54
.....
d 80,904 59	.....	87,383 33	10,826 93	98,160 26	d 7,499 60
d 6,662 85	17,826 66	.....	6,666 74	24,493 40	d 6,184 23
.....
.....	.....	.....	*\$4,645,676 93	.....	.....
.....	.....	.....	1,370,370 46	.....	.....
\$3,706,859 49	\$18,819,094 81	\$13,249,284 66	\$5,915,947 89	\$37,964,326 86	\$12,364,555 96

STEAM.

d \$3,406 61	\$201,232 80	.....	\$2,539 66	\$203,772 46	d \$64,312 73
1,573,539 47	26,975 03	.....	88 35	26,063 38	d 26,470 10
.....	1,511,933 85	\$20,000 00	383,789 48	1,915,772 83	1,659,631 67
.....	.....	.....	.....	.....	1,715 19
.....	.....	.....	.....	.....	d 163,642 71
\$1,665,132 96	\$1,739,191 18	\$20,000 00	*\$386,417 49	\$2,145,608 67	\$1,406,921 82

TABLE B—

ROADS IN OPERATION—

*Comparative Statement of Deductions from Gross Income (Interest,
September 30,
"d" denotes*

NAME OF ROAD.	1885.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deduc- tions.
Albany.....	\$6,964 83		\$3,309 07	\$10,273 90
Amsterdam.....				
Atlantic Avenue.....	42,517 87		20,507 39	63,029 26
Auburn and Owasco Lake.....	703 50		49 03	753 13
Babylon.....				
Binghamton Central.....			16 79	16 79
Binghamton and Port Dickinson.....		\$3,300 00		3,300 00
Broadway (Brooklyn).....	23,500 00		15,531 91	39,031 91
Broadway and Seventh Avenue.....	112,000 00		20,688 65	132,688 65
Brooklyn, Bushk and Queens Co.....	805 04		1,304 42	1,609 46
Brooklyn City.....	63,943 37		88,702 50	152,645 87
Brooklyn City and Newtown.....	28,000 00		15,965 23	43,965 22
Brooklyn Crosstown.....	34,394 81		8,569 27	42,963 58
Buffalo.....	52,531 81		33,337 97	85,869 28
Buffalo East Side.....	31,993 43		5,791 93	37,785 41
Bushwick.....	29,834 56		17,871 86	47,706 42
Calvary Cem'y, G'n'p't & Brook'n.....				
Central City.....	299 33		1,226 10	1,525 43
Central Crosstown.....	15,030 00		16,698 18	31,728 18
Central Park, North and East Riv'r.....	84,000 00		89,702 33	123,702 33
Christopher and Tenth Street.....	10,460 56		19,551 71	29,812 27
City (Binghamton).....	99 86		48 72	148 59
City of Poughkeepsie.....	780 00		5:1 34	1,301 34
Coney Island and Brooklyn.....	17,235 00		10,019 51	27,254 51
Cortland and Homer.....			122 26	122 26
Dry Dock, East Broadway & Batt'y.....	131,500 00		49,463 60	180,963 60
Dunkirk and Fredonia.....			1,072 23	1,072 23
East Genesee St. & Seward Ave.....	705 50		49 68	755 13
Eighth Avenue.....	60,000 00		49,008 14	109,008 14
Elmira and Horseheads.....	1,787 42		619 09	2,406 51
Fifth Ward.....	1,415 72		408 51	1,824 23
Forty-second St. & Grand St. F'y.....	24,850 00		26,807 19	51,747 19
Forty-sec'd St. Manhat. & St. N. Av.....	15,750 00		933 34	16,683 34
Frankfort and Ilion.....	147 43			147 43
Fulton and Oswego Falls.....				
Genesee and Water Street.....	1,574 90		228 34	1,803 24
Grand Street and Newtown.....	12,821 66		5,091 29	17,912 95
Grand St., Prospect P'k & Flatbush.....	32,000 00	1,680 00	3,491 24	37,171 24
Harlem Bridge, Morris. & F'dham.....	5,909 50		4,607 79	10,517 29
Herkimer and Mohawk.....			343 79	343 79
Houston, West St. & Pavonia F'y.....	36,113 83		7,273 74	43,387 57
Jamaica and Brooklyn.....				
Jamestown.....				
Jerome Park.....	6,000 00			6,000 00
Johnstown, Glo'sville & Kingsboro.....		4,000 00		4,000 00
Kingston City.....	2,040 00		783 35	2,823 35
Long Island City and Newtown.....	4,500 00		462 50	4,962 50
Mohawk and Ilion.....			352 93	352 93
Mount Vernon and East Chester.....				
New Brighton & Onondaga Valley.....	306 17		396 16	702 83
New Williamsburgh and Flatbush.....	14,000 00		14,374 71	28,374 71
New York and Harlem.....	15,968 08		39,925 78	55,893 86
Niagara Falls and Suspens'n B'dge.....			519 05	519 05
Ninth Avenue.....			16,584 24	16,584 24

NET INCOME OF STREET ROADS.

19

(Continued).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1885 and 1886.

deficiency.

1886.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
\$23,458 07	\$8,759 04		\$3,687 51	\$12,306 55	\$14,498 25
d 157 06					698 84
62,329 84	54,908 10		22,406 93	77,315 02	40,135 00
d 850 51	830 51		60 88	741 80	381 93
d 228 50					353 75
d 207 06			85 07	85 07	679 51
1,605 00		\$3,300 00		3,800 00	120 00
84,119 79	23,500 00		21,589 65	45,069 65	59,736 80
248,879 20	114,346 16	192,599 97	70,988 71	377,944 84	128,514 18
569 40	15,000 00		2,232 85	17,232 85	40,354 40
363,332 52	66,113 56		96,213 36	162,326 92	226,403 19
35,479 28	89,341 18		8,236 55	47,567 73	12,714 31
31,191 74	33,149 74		6,753 83	39,903 56	45,969 78
7,828 74	54,362 56		9,665 59	64,028 15	5,287 96
d 670 89	37,472 34		7,509 91	44,982 25	267 57
53,860 98	24,000 00		25,761 67	49,761 67	27,495 73
	4,800 00		269 70	5,069 70	4,896 63
10,366 35			1,305 11	1,305 11	11,200 03
80,554 89	14,970 00		17,976 52	32,946 52	37,745 37
175,282 17	84,000 00		14,491 54	98,491 54	162,057 32
44,560 80	10,800 00	5,200 00	17,319 90	33,319 90	44,096 64
86 06	107 84		72 38	180 22	261 06
1,130 63	724 00		515 33	1,239 33	3,084 73
12,213 33	16,860 00		8,627 21	25,487 21	19,154 09
935 35			231 55	231 96	1,245 13
120,223 77	130,800 00		42,540 98	173,349 98	44,048 03
3,636 94			744 92	744 92	3,806 97
d 850 51	680 50		60 87	741 87	381 92
99,677 21	60,000 00		38,615 62	98,615 62	84,748 93
1,333 00	1,500 00		597 25	2,097 25	942 92
3,596 58	1,415 72		437 76	1,853 48	8,537 07
141,762 22	24,780 00		29,678 42	54,458 42	105,487 29
2,080 73	83,586 11		23,851 05	107,437 16	79,849 01
107 29			226 83	226 88	670 30
	225 00		225 00	225 00	234 77
d 4,988 90	1,672 50		594 83	2,267 33	3,892 43
d 3,118 71	14,999 97		5,179 62	20,179 59	12,159 48
d 20,718 06	32,000 00	1,280 00	2,897 90	85,957 90	17,328 16
50,683 34	6,107 13		6,769 87	12,877 00	42,697 96
888 87			273 41	273 41	820 06
d 29,742 08	35,525 00		11,865 91	47,390 91	20,235 17
d 9,279 56			396 57	472 86	1,147 51
2,067 47	75 79		44 02	6,044 02	219 68
d 211 16	6,000 00	3,720 31		3,720 31	368 28
d 237 61					1,987 21
d 4,323 19	2,040 00		847 17	2,867 17	5,061 46
d 2,192 50	6,000 00		120 00	6,120 00	1,888 53
2,073 83			231 87	231 87	686 35
	6,000 00			6,000 00	6,000 00
266 35	306 00		403 34	709 34	34 23
14,273 18	14,000 00	7,500 00	6,829 11	28,329 11	7,966 30
283,953 97	15,952 89		38,869 80	54,812 69	274,524 69
3,950 00			539 93	539 93	5,050 14
37,860 31			14,844 51	14,844 51	20,400 03

TABLE B—
ROADS IN OPERATION—
*Comparative Statement of Deductions from Gross Income (Interest,
September 30,*
"d" denotes

NAME OF ROAD.	1885.			
	Interest due and accrued.	Rentals of leased lines.	Taxes and miscel- laneous.	Total deductions.
North and East Greenbush.....				
Olean.....			\$118 06	\$118 06
Ononda.....				
Oswego.....				
Ogdensburg.....				
Prospect Park and Coney Island. Prospect Park and Coney Island, lessee	\$49,696 81	\$10,000 00	6,898 67	66,595 48
Richmond County.....				
Rochester City and Brighton.....	27,245 00		8,701 22	35,946 22
Rockaway Village.....				
Sea Cliff Inclined Cable.....				
Second Avenue.....	88,861 42		23,729 44	107,090 86
Seneca Falls and Cayuga Lake.....				
Sixth Avenue.....	35,000 00		60,792 12	95,792 12
South Brooklyn Central.....	21,041 56		2,425 67	23,467 23
South Ferry.....	11,200 00		1,585 64	12,785 64
Staten Island Shore.....			313 41	313 41
Steinway and Hunter's Point.....	9,760 24	2,128 00	1,068 26	12,956 50
Stillwater and Mechanville.....	1,042 23		184 10	1,226 33
Syracuse and Geddes.....	2,287 00		371 05	2,658 05
Syracuse and Onondaga.....	205 00		1,166 96	1,371 96
Third Avenue.....	175,875 00		78,618 76	254,493 76
Troy and Albion.....	2,380 00		736 57	3,116 57
Troy and Lansingburgh.....	21,232 55	4,800 00	7,023 26	32,855 81
Twenty-third Street.....	25,042 28	62,500 00	19,047 27	106,589 55
Utica, Clinton and Binghamton..	64,780 00		708 38	65,558 38
Utica and Mohawk.....	1,527 50		47 68	1,575 18
Van Brunt Street and Erie Basin.	2,250 00		28 12	2,278 12
Washington St. and State Asyl'm	514 24		806 51	820 75
Watervliet Turnpike and Rail'd.	9,500 00		3,145 20	12,645 20
			*\$662,536 60	
			68,775 16	
	\$1,465,459 06	\$88,216 00	\$750,311 76	\$2,312,986 82

* Taxes.

NET INCOME OF STREET ROADS.

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(Continued).

SURFACE STREET.

Rentals, Taxes, etc.), and Net Income from all sources for years ending 1885 and 1886.

deficiency.

1886.					
Net income from all sources.	Interest due and accrued.	Rentals of leased lines.	Taxes and miscellaneous.	Total deductions.	Net income from all sources.
	\$422 40		\$17 64	\$440 04	\$306 76
\$1,639 12			147 44	147 44	1,067 95
677 69	85 10		84 30	119 40	400 39
1,030 16			177 39	177 39	763 02
					749 72
804 50	52,141 88	\$10,000 00	5,965 39	68,106 77	1,096 26
	236 81	15,750 00	419 18	16,405 99	1,019 69
	1,410 00		74 61	1,484 61	1,445 26
56,521 91	31,062 50		8,848 99	39,931 49	48,949 28
	489 58			489 58	848 47
					621 56
180,738 82	90,163 54		43,729 44	133,892 98	193,878 11
	800 00			800 00	1,492 56
184,158 81	26,000 00		50,663 07	86,663 07	163,931 00
16,014 62	17,925 00		8,407 10	21,332 10	1,478 48
d 13,741 14	11,200 00		8,339 97	14,539 97	d 23,757 09
1,481 80			258 82	258 82	309 06
d 15,988 89	13,055 77		1,830 05	14,885 82	d 19,823 09
d 846 31	1,271 67		207 65	1,479 32	141 88
8,131 19	2,290 04		418 35	2,703 39	2,719 22
6,780 26			673 16	673 16	7,976 04
286,318 87	170,000 00		88,805 43	258,805 43	80,754 90
2,181 59	2,380 00		695 50	8,075 50	4,705 62
29,200 00	16,733 30	4,000 00	6,875 49	28,253 79	47,990 10
66,637 22	25,064 48	62,500 00	41,994 11	129,548 59	70,072 42
17,314 84	62,700 00		1,884 10	64,584 10	18,738 53
d 3,381 52	454 94		10 45	465 39	689 15
606 47	2,250 00		874 05	3,124 05	1,854 47
d 2,068 74	1,228 42		350 16	1,578 58	d 1,287 51
689 18	8,750 00		2,840 86	11,640 86	6,861 37
			* \$774,876 07		
			52,934 32		
\$2,890,828 00	\$1,594,636 57	\$306,430 28	\$287,810 39	\$2,723,927 24	\$1,967,596 76

* Taxes.

TABLE

ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1885.				
	DIVIDENDS DE- CLARED.		Miscella- neous.	Total pay- ments.	Surplus.
	Rate.	Amount.			
Addison and Northern Penn.	\$9,083 05
Adirondack
Albany and Susquehanna
Bath and Hammondsport
Boston and Albany	8	\$1,547,804 00	.....	\$1,547,804 00	58,601 90
Boston, Hoosac Tun'l & West.	\$8,141 20	8,141 20	.....
Bradford, Eldred and Cuba
Brooklyn, Bath and Coney I.
Brooklyn, Bath and W. End
Brooklyn, Flatbush & Con'y I.
Brooklyn and Rocka'y Beach	9,740 71
Buffalo Creek	87,441 93
Buffalo, New York and Phila.	87,407 21	87,407 21	.....
Buffalo, Roch'r and Pittsb'h.
Catskill Mountain
Catskill Moun'n (reorganiz'd)	15,146 66
Chateaugay	11,685 17
Chemung
Clove Branch
Coneus Lake
Connecting Terminal	..	4,400 00	.....	4,400 00	30,786 47
Cooperstown and Susq. Val.	4,269 61
Corning, Cowanes. & Antrim.	29,194 29
Crown Point Iron Company.	11,304 86
Delaware, L. and W., Lessee.	578,880 39
Dunkirk, Alleg'y Val. & Pitts.
Elmira, Cortland and North'n	3,411 31
Elmira, Jefferson & Canan'a.
Elmira and Williamsport	96,372 43
Fonda, John's'n and Glov'lie	..	28,421 00	.....	28,421 00	8,363 77
Geneva, Ithaca and Sayre
Greenwich and Johnsonville	3½	4,130 00	.....	4,130 00	528 52
Hartford and Conn. Western	..	144 00	.....	144 00	.....
Herkimer, Newport & Poland	1½	2,547 00	.....	2,547 00	5,020 85
Island
Kaaterskill
Lackawanna and Pittsburgh
Lake Champlain and Moriah	17	24,000 00	.....	24,000 00	.....
Lake Shore and Mich. Sou'n.	..	53,350 00	.....	53,350 00	2,225,299 64
Lebanon Springs
Lehigh and Hudson River
Long Island	4	400,000 00	.....	400,000 00	64,645 56
Marine	940 96
Middleburgh and Schoharie	1,289 60	1,289 60	.....
Middle'n, Un'nville & W. Gap
Newburgh, Dutchess & Coun
New Jersey and New York	5,748 72
New York and Canada
New York C. & Hudson River	3½	3,129,990 50	.....	3,129,990 50	.....
New York C., H. R. & Ft. Or.	43 86
New York, Chic. & St. Louis
New York City and Northern	20,515 05	20,515 05
New York, Lake Erie & West.

SURPLUS OR DEFICIENCY OF STEAM ROADS.

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C.

SURFACE STEAM.

and Surplus or Deficiency for years ending September 30, 1885 and 1886.

		1886.				
Deficiency.	DIVIDENDS DE-CLARED.		Miscella- neous.	Total pay- ments.	Surplus.	Deficiency.
	Rate.	Amount.				
\$128 86	..	.....	.....	.....	\$14,811 74	.....
398,822 21	..	.....	.....	.....	55 49	.....
.....	..	.....	.....	.....	259,759 74	.....
.....	8	\$1,547,804 00	.....	\$1,547,804 00	199,120 98	\$1,060 66
132,935 81	..	.....	.....	.....	63,816 90	.....
36,010 25	..	.....	.....	.....	.....	44,568 76
129 62	..	.....	.....	.....	.....	.....
68,114 40	..	.....	.....	.....	40,159 76	45,640 71
.....	..	.....	.....	.....	9,051 66	.....
.....	..	.....	.....	.....	53,015 76	.....
259,899 04	..	.....	.....	.....	.....	1,199,009 28
10,716 48	..	.....	.....	.....	.....	16,964 78
.....	..	.....	.....	.....	4,293 23	.....
19,449 87	9	.....	.....	.....	11,513 14	.....
1,199 27	..	.....	.....	.....	830 82	33,078 75
1,098 35	..	.....	.....	.....	.....	2,069 79
.....	2½	500 00	.....	500 00	52,608 40	.....
.....	..	.....	.....	.....	2,831 62	.....
.....	..	.....	.....	.....	52,208 00	.....
.....	..	.....	.....	.....	19,986 26	.....
.....	..	.....	.....	.....	1,107,802 83	.....
6,799 46	..	.....	.....	.....	.....	8,847 08
535 37	..	.....	.....	.....	.....	36,881 60
.....	10	29,980 00	.....	29,980 00	47,848 30	18,514 63
164,658 46	9	10,620 00	.....	10,620 00	13,315 82	.....
51,230 93	3	148 50	.....	148 50	.....	35,506 99
2,376 60	..	5,084 00	.....	5,084 00	55,028 79	3,742 04
2,728 90	..	.....	.....	.....	2,978 98	.....
185,699 78	10	20,000 00	.....	20,000 00	.....	7,419 09
13,140 35	10	53,350 00	.....	53,350 00	6,707 90	456 93
2,083 70	..	.....	.....	.....	2,049,004 21	24,733 78
20,163 44	4	400,000 00	.....	400,000 00	.....	1,088 63
227 53	..	.....	.....	.....	185,204 62	9,340 56
14,303 48	..	.....	.....	.....	.....	216 76
2,511 04	..	.....	.....	.....	11,369 47	8,931 29
62,847 86	..	.....	.....	.....	82,305 25	.....
953,647 90	4	3,577,138 00	.....	3,577,138 00	1,073,988 51	.....
.....	..	.....	.....	.....	55 79	.....
750,477 93	..	.....	.....	.....	762,285 19	.....
226,680 73	..	.....	.....	.....	.....	142,928 12
1,376,943 55	..	.....	.....	.....	14,810 96	.....

TABLE C—
ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1885.				
	DIVIDENDS DE- CLARED.		Miscella- neous.	Total pay- ments.	Surplus.
	Rate.	Amount.			
New York and New England.
New York, New Hav. & H't'd	10	\$1,550,000 00	.....	\$1,550,000 00	\$220,868 22
New York, Ontario & West'n	29,935 77
New York, Rutl'd & Montreal
New York and Sea Beach
New York, W. Shore & Buff'lo
New York, W'haven & R'way
Northern Adirondack
Northern of New Jersey	4	40,000 00	\$30,000 00	70,000 00	.....
Ogdensburgh and L. Champl.	30,778 61
Owasco River	4,236 85
Port Jervis and Monticello	1,396 91
Poughk'sie, Hardf'd and Bost.
Rensselaer and Saratoga
Rochester and Lake Ontario.	5	8,250 00	.....	8,250 00	3,017 79
Rochester and Ontario Belt.
Rochester and Pittsburgh
Rome, Watert'n and Ogdensb.	15,447 89
Saratoga, Mt. McG. & L. Geo.	3,497 20
Schoharie Valley	2,259 35
Silver Lake	4,123 41
Silver Lake (reorganized)
Skaneateles	2	1,556 00	.....	1,556 00	3,558 78
Sodus Bay and Southern
Southern Central
Southfield Branch
Statens Island Rapid Transi.
Sterling Mountain	9,428 03
Stony Clove and Catskill Mt.	..	6,000 00	.....	6,000 00	.....
Syracuse, Bingham and N. Y.	4	100,000 00	.....	100,000 00	33,929 23
Syracuse, Geneva and Corn'g
Syracuse, Ontario and N. Y.
Tioga	91,809 51
Tonawanda Valley and Cuba.
Troy and Boston
Ulster and Delaware	33,481 64	33,481 64	24,527 90
Utica and Black River	6	122,820 00	.....	122,820 00	66,147 89
Utica, Clint'n and B. & R. & C.
Wallkill Valley
	..	\$7,028,412 50	\$180,784 70	\$7,209,197 20	\$3,750,480 57
	Net deficit..
ELEVATED					
Brooklyn
Coney Island
Manhattan	6	\$1,560,000 00	.....	\$1,560,000 00	\$13,539 47
Sea View
Suburban Rapid Transi.
	..	\$1,560,000 00	.....	\$1,560,000 00	\$13,539 47
	8,408 51
	Net surplus..	\$5,138 96

(Continued).

SURFACE STEAM.

and Surplus or Deficiency for years ending September 30, 1885 and 1886.

Deficiency.	1886.					Deficiency.
	Rate.	Amount.	Miscellaneous.	Total payments.	Surplus.	
\$177,130 87	7	\$133,000 00	.....	\$133,000 00	\$11,159 79	.....
.....	10	1,550,000 00	.....	1,550,000 00	583,240 39	.....
.....	113,487 52	.....
87,015 65	2,556 49	.....
.....	5,831 35	.....
1,488,948 91	\$569,176 60
26,431 24	3,322 72	.....
.....	978 78	.....
23,716 73	4	40,000 00	\$10,000 00	50,000 00	6,452 25	281 99
.....
.....	3,898 83	.....
.....	642 04	.....
1,662 81	2,421 15
33,101 91	14,890 63	.....
.....	11	7,150 00	.....	7,150 00	701 16	.....
8,683 69	14,014 34
131,731 03
.....	247,763 36	.....
.....	2,412 49
.....	2,143 46	.....
.....	2,823 95	.....
.....	3,005 12	.....
63,588 87	2	1,556 00	.....	1,556 00	964 59	48,622 74
218,431 05	155,181 08
35 00
80,772 78	114,979 28
.....	6,633 30
2,460 39	5	6,200 00	.....	6,200 00	.....	2,173 27
.....	6 1/2	162,500 00	.....	162,500 00	3,518 68	.....
70,844 80	45,539 72
73,096 28	47,811 27
.....	86,960 70	.....
2,143 59	11,550 50
29,416 41	22,187 38
.....	72,756 31	.....
.....	7	151,830 00	.....	151,830 00	19,987 54	.....
80,804 59	7,439 00	.....
6,602 85	6,134 23
\$7,252,818 28	\$7,096,364 50	\$10,000 00	\$7,706,364 50	\$7,348,261 61	\$2,660,070 18
8,750,480 57	2,660,070 13	.....
\$3,502,337 71	Net surplus..	\$4,668,191 48	.....

STEAM.

\$8,406 51	.....	.....	.....	.....	.....	\$84,312 73
.....	6	\$1,500,000 00	.....	\$1,500,000 00	\$99,631 07	20,470 10
.....	.....	.....	.....	.....	1,715 19	.....
.....	.....	.....	.....	.....	.....	163,642 71
\$8,406 51	.....	\$1,500,000 00	.....	\$1,500,000 00	\$101,346 86	\$254,425 54
.....	.....	.....	.....	.....	.....	101,346 86
.....	.....	.....	.....	.....	Net deficiency.	\$153,078 68

TABLE C—
ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1885.				
	DIVIDENDS DE- CLARED.		Miscella- neous.	Total pay- ments.	Surplus.
	Rate.	Amount.			
Albany	6	\$12,000 00	.....	\$12,000 00	\$11,458 07
Amsterdam .....	.....	.....	.....	.....	.....
Atlantic Avenue	8	56,000 00	.....	56,000 00	6,329 84
Auburn and Owasco Lake .....	.....	.....	.....	.....	.....
Babylon .....	.....	.....	.....	.....	.....
Binghamton Central .....	.....	.....	.....	.....	1,605 00
Binghamton and Port Dick'n .....	.....	.....	.....	.....	35,119 79
Broadway (Brooklyn)	14	49,000 00	.....	49,000 00	12,454 60
Broadway and Seventh Ave.	8	168,000 00	\$67,424 60	235,424 60	568 40
Brook'n, B'hw'k and Qn's Co .....	.....	.....	.....	.....	.....
Brooklyn City	14	280,000 60	.....	280,000 00	88,333 52
Brooklyn City and Newtown .....	.....	.....	19,710 71	19,710 71	15,768 67
Brooklyn Crosstown	8	15,816 00	.....	15,816 00	15,375 74
Buffalo .....	.....	.....	.....	.....	7,828 74
Buffalo East Side .....	.....	.....	.....	.....	.....
Bushwick	8	40,000 00	.....	40,000 00	13,880 98
Cal'y Cem'y, G'np't and B'k'n .....	.....	.....	.....	.....	.....
Central City	7 1/2	3,750 00	404 68	4,154 68	6,243 67
Central Crosstown	7	42,000 00	.....	42,000 00	.....
Cent. Park, North and East R.	8	144,000 00	.....	144,000 00	31,282 17
Christopher and Tenth St. ...	8	39,000 00	.....	39,000 00	5,560 30
City (Binghamton) .....	.....	.....	.....	.....	86 06
City of Poughkeepsie .....	.....	.....	.....	.....	1,130 63
Coney Island and Brooklyn .....	.....	.....	8,082 42	8,082 42	4,120 91
Cortland and Homer .....	.....	.....	.....	.....	935 35
Dry Dock, East B'd'y and Bat	10	120,000 00	.....	120,000 00	223 77
Dunkirk and Fredonia	8	4,212 00	.....	4,212 00	.....
East Gen'e St. and Seward Av .....	.....	.....	.....	.....	.....
Eighth Avenue	10	100,000 00	.....	100,000 00	.....
Elmira and Horseheads .....	.....	.....	.....	.....	1,883 09
Fifth Ward .....	.....	.....	.....	.....	3,596 58
Forty-s'd St. and G'd St. F'y.	16	119,680 00	41,647 31	161,327 31	2,480 73
F'ty-s'd St., Man. and St. N. Av .....	.....	.....	.....	.....	107 29
Frankfort and Illion .....	.....	.....	.....	.....	.....
Fulton and Oswego Falls .....	.....	.....	.....	.....	.....
Genesee and Water Street	8	1,800 00	.....	1,800 00	3,189 90
Grand Street and Newtown	5	8,500 00	.....	8,500 00	.....
Grand St., Pros. P'k and Flat. .....	.....	.....	.....	.....	.....
Har. B'dge, Morris. and F'd'm	8	24,000 00	.....	24,000 00	26,682 84
Herkimer and Mohawk	5	850 00	.....	850 00	89 57
Hous., W. St. and Pavonia F'y	8	20,000 00	.....	20,000 00	9,742 08
Jamaica and Brooklyn .....	.....	.....	.....	.....	.....
Jamestown	8 1/2	3,500 00	.....	3,500 00	.....
Jerome Park .....	.....	.....	9,566 68	9,566 68	.....
Johns., Glov. and Kingsboro. .....	.....	.....	.....	.....	.....
Kingston City	10	5,000 00	.....	5,000 00	.....
Long Island City and Newt'n .....	.....	.....	.....	.....	.....
Mohawk and Illion	12	1,800 00	.....	1,800 00	273 83
Mt. Vernon and East Chester .....	.....	.....	.....	.....	.....
New Brighton and Onon. Val .....	.....	.....	.....	.....	366 35
New Williamsb'h and Flatb'h .....	.....	.....	14,273 18	14,273 18	.....
New York and Harlem	2	189,000 00	.....	189,000 00	104,653 97
Niagara Falls and Sus. Bridge .....	.....	.....	39 53	39 53	8,910 67
Ninth Avenue	3	22,854 00	.....	22,854 00	15,006 31
North and East Greenbush .....	.....	.....	.....	.....	.....

TABLE C—
ROADS IN OPERATION—
Comparative Statement of Payments from Net Income (Dividends, etc.)

NAME OF ROAD.	1885.			
	DIVIDENDS DE- CLARED.		Miscella- neous.	Total pay- ments.
	Rate.	Amount.		
Olean.....	6	\$600 00		\$600 00
Onesida.....				\$1,239 12
Oswego.....				677 69
Oxdenburgh.....				1,030 16
Prospect Park & Coney Isl'd.				804 50
Prospect P'k & C'y I. Lessee.				
Richmond County.....				
Rochester City & Brighton...	4	20,000 00		20,000 00
Rockaway Village.....				88,821 91
Sea Cliff Inclined Cable.....				
Second Avenue.....	10	186,200 00		186,200 00
Seneca Falls & Cayuga Lake.				
Sixth Avenue.....	10	150,000 00		150,000 00
South Brooklyn Central.....	8½	4,875 00		4,875 00
South Ferry.....				
Staten Island Shore.....				1,481 80
Steinway & Hunters Point.....				
Stillwater & Mechanicville.....				
Syracuse & Geddes.....	6	3,000 00		3,000 00
Syracuse & Onondaga.....	4½	3,150 00		3,150 00
Third Avenue.....	18	360,000 00		360,000 00
Troy and Albion.....	2	894 00		894 00
Troy and Lansingburgh.....	10	25,000 00		25,000 00
Twenty-third Street.....	8	48,000 00	\$10,000 00	58,000 00
Utica, Clinton & Binghamton				
Utica & Mohawk.....				17,814 84
Van Brunt St. & Erie Basin.....				
Washington St. & State Asy.....				606 74
Watervliet Turnpike & Rail'd				
				689 18
		\$2,271,981 00	\$171,148 91	\$2,443,129 91
				\$578,672 35
				131,473 66
				Net surplus.. \$447,198 69

(Continued).

SURFACE STREET.

and Surplus or Deficiency for years ending September 30, 1885 and 1886.

		1886.				
Deficiency.	DIVIDENDS DE-CLARED.		Miscella- neous.	Total pay- ments.	Surplus.	Deficiency.
	Rate.	Amount.				
.....	10	\$1,000 00	.....	\$1,000 00	\$67 95	.....
.....	..	.....	.....	.....	400 39	.....
.....	..	.....	.....	.....	749 73	\$763 02
.....	..	.....	.....	.....	1,086 23	.....
.....	..	.....	.....	.....	.....	1,019 69
.....	4	20,000 00	\$2,777 22	22,777 22	1,445 35	.....
.....	..	.....	.....	.....	26,172 06	848 47
.....	..	.....	.....	.....	621 56	.....
\$5,461 18	10	186,200 00	.....	186,200 00	7,678 11	.....
.....	13	195,000 00	.....	195,000 00	1,492 56	.....
.....	..	.....	.....	.....	4,478 43	31,069 00
18,741 14	..	.....	.....	.....	.....	23,757 09
.....	..	.....	.....	.....	309 06	.....
15,988 89	..	.....	112 00	112 00	.....	19,940 09
348 81	..	.....	.....	.....	141 38	.....
.....	2	1,000 00	.....	1,000 00	1,719 22	.....
.....	8	5,600 00	.....	5,600 00	2,376 04	.....
.....	7	140,000 00	.....	140,000 00	.....	59,245 10
.....	8	1,341 00	.....	1,341 00	8,364 62	.....
.....	10	30,000 00	.....	30,000 00	17,990 18	.....
.....	10	60,000 00	.....	60,000 00	10,072 42	.....
.....	..	.....	8,000 00	3,000 00	15,738 53	.....
.....	..	.....	.....	.....	689 15	.....
3,881 52	..	.....	.....	.....	1,854 47	.....
.....	..	.....	.....	.....	.....	1,287 51
2,068 74	..	.....	.....	.....	6,851 37	.....
.....
\$131,473 66	..	\$1,876,215 50	\$33,653 66	\$1,909,869 16	\$427,511 70	\$399,782 10
.....	..	.....	.....	.....	899,782 10	.....
.....	..	.....	.....	Net surplus	\$27,729 60	.....

TABLE

ROADS IN OPERATION —

*Statement of Payments made by Lessee Companies for Rentals of
September 30,*

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	1885.	1886.
Boston and Albany:		
Foreign roads	\$75,000 00	\$78,000 00
Buffalo, New York and Philadelphia:		
Foreign roads	36,803 19	61,589 88
Catakill Mountain:		
Calro	675 00	2,580 00
Delaware and Hudson Canal Company:		
Albany and Susquehanna	951,409 17	943,010 13
New York and Canada	235,751 46	235,879 44
Rensselaer and Saratoga	754,275 81	885,183 72
Rome and Clinton	25,500 00	17,000 00
Utica, Clinton and Binghamton	70,500 00	47,000 00
Delaware, Lackawanna and Western:		
Cayuga and Susquehanna	54,600 00	54,600 00
Greene	28,000 00	28,000 00
New York, Lackawanna and Western	1,460,833 83	1,470,000 00
Oswego and Syracuse	181,986 00	182,898 00
Utica, Chenango and Susquehanna Valley	240,000 00	240,000 00
Valley	57,500 00	57,500 00
Fall Brook Coal Company:		
Corning, Cowanesque and Antrim	150,000 00	150,000 00
Syracuse, Geneva and Corning	223,896 72	212,973 83
Lake Shore and Michigan Southern:		
Foreign roads	453,368 49	442,120 58
Long Island:		
Long Island City and Flushing	116,536 76	119,935 50
Long Island City and Manhattan Beach	8,474 68	.....
New York, Brooklyn and Manhattan Beach .....	.....	95,980 00
New York and Manhattan Beach	92,500 00	.....
New York and Long Beach .....	.....	5,250 00
Other roads	85,048 81	82,838 01
New Jersey and New York:		
Foreign roads	8,400 00	.....
New York Central and Hudson River:		
Dunkirk, Allegheny Valley and Pittsburgh	223,000 00	223,000 00
New York and Harlem	1,500,700 00	1,597,448 29
Niagara Bridge and Canandaigua	61,500 00	61,500 00
Spuyten Duyvil and Port Morris	81,008 00	80,603 50
Troy and Greenbush	19,730 20	19,730 20
West Shore .....	.....	1,500,000 00
New York City and Northern:		
West Side and Yonkers	1,000 00	1,000 00
New York, Lake Erie and Western:		
Avon, Genesee and Mt. Morris	13,600 00	13,600 00
Buffalo, Bradford and Pittsburgh	40,600 00	40,600 00
Buffalo, New York and Erie	238,100 00	238,100 00
Buffalo and Southwestern	101,824 74	90,831 19
Goshen and Deckertown	21,500 00	21,500 00
Lockport and Buffalo	21,000 00	21,000 00
Middletown and Crawford	10,500 00	10,500 00
Montgomery and Erie	22,000 00	19,916 67
New York, Pennsylvania and Ohio	1,621,044 79	1,971,554 14
Rochester and Genesee Valley	34,012 00	34,012 00
Other roads	17,500 00	17,500 00
Foreign roads	303,990 84	799,020 82
New York and New England:		
Part of Newburgh, Dutchess and Connecticut	22,306 58	32,522 12
Foreign roads	107,825 58	33,712 49
New York, New Haven and Hartford:		
Harlem River and Port Chester	170,000 00	170,000 00
Foreign roads	250,970 00	250,730 00
New York, Ontario and Western:		
Part of New York, West Shore and Buffalo	188,648 48	.....
Rome and Clinton, and Utica, Clinton and Binghamton .....	.....	23,333 33

RENTALS PAID FOR LEASED LINES.

31

D.

SURFACE STEAM.

Leased Lines and disposition of same by Lessors for years ending 1885 and 1886.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or div.; also portion paid for lines outside the State.	
1885.	1886.	1885.	1886.	1885.	1886.
.....	.....	.....	.....	\$75,000 00	\$78,000 00
.....	.....	.....	.....	36,303 19	61,580 89
.....	.....	.....	\$1,194 00	675 00	1,386 00
\$683,730 00	\$656,080 00	\$245,000 00	245,000 00	12,679 17	41,930 13
235,751 46	235,879 44	597,828 00	626,400 00	21,067 81	124,033 72
134,750 00	134,750 00	28,595 50	17,000 00	1,904 50	.....
64,760 00	47,000 00	.....	.....	5,740 00	.....
.....	.....	53,019 90	53,019 90	1,580 10	1,580 10
14,000 00	14,000 00	12,000 00	12,000 00	.....	.....
960,833 31	970,000 00	500,000 00	500,000 00	.....	.....
63,150 00	64,080 00	118,836 00	118,836 00	.....	.....
.....	.....	240,000 00	240,000 00	.....	.....
20,000 00	20,000 00	37,500 00	37,500 00	.....	.....
.....	.....	150,000 00	150,000 00	.....	.....
94,062 24	92,944 88	108,000 00	79,500 00	21,834 48	40,528 95
.....	.....	.....	.....	453,368 49	442,120 56
47,640 00	45,540 00	.....	.....	68,826 76	74,455 50
.....	49,140 00	.....	16,250 00	3,474 53	.....
49,157 50	.....	86,267 67	.....	7,054 83	80,590 00
.....	.....	.....	.....	86,043 31	8,250 00
.....	.....	.....	.....	.....	82,838 01
.....	.....	.....	.....	8,400 00	.....
203,000 00	203,000 00	19,500 00	19,500 00	500 00	500 00
815,800 00	828,050 00	756,000 00	756,000 00	18,900 00	13,396 29
.....	.....	60,000 00	60,000 00	1,500 00	1,500 00
.....	.....	79,120 00	79,120 00	1,978 00	1,483 50
.....	1,500,000 00	19,250 00	19,250 00	480 20	480 20
.....
.....	.....	.....	1,000 00	1,000 00	.....
.....	.....	13,500 00	13,500 00	100 00	100 00
40,600 00	40,600 00	.....	.....	.....	.....
166,600 00	166,600 00	66,500 00	66,500 00	5,000 00	5,000 00
90,863 82	90,000 00	9,436 67	.....	1,424 15	831 19
17,255 00	17,255 00	3,817 60	3,847 60	397 40	397 40
9,800 00	11,900 00	8,890 00	8,904 00	2,310 00	196 00
4,546 30	6,912 50	4,888 00	.....	1,065 70	3,587 50
11,935 00	11,935 00	9,750 00	7,981 67	815 00	.....
749,242 88	1,074,286 56	33,312 00	33,312 00	871,801 91	897,267 78
.....	.....	.....	.....	700 00	700 00
17,500 00	17,500 00	.....	.....	113,960 84	608,590 83
190,000 00	190,500 00	.....	.....	22,306 58	32,522 78
.....	.....	.....	.....	107,825 58	33,712 49
170,000 00	170,000 00	.....	.....	250,970 00	250,730 00
.....	.....	.....	.....	188,648 48	.....
.....	.....	.....	.....	.....	23,833 88

TABLE D—
ROADS IN OPERATION—
Statement of Payments made by Lessee Companies for Rentals of
September 30,

LESSEE AND LESSOR.	Total amount of rentals paid by lessee.	
	1885.	1886.
New York, Susquehanna and Western: Middletown, Unionville and Water Gap.....	\$25,275 00	\$25,101 80
Northern Central: Chemung.....	23,500 00	22,885 08
Elmira, Jefferson and Canandaigua.....	30,500 00	30,790 61
Elmira and Williamsport.....	151,500 00	151,500 00
Northern of New Jersey: Nyack and Northern.....	11,025 03	11,025 00
Poughkeepsie, Hartford and Boston: Part of Newburgh, Dutchess and Connecticut.....	5,986 00	.....
Rochester and Pittsburgh: Part of New York, Lake Erie and Western.....	55,200 00	.....
Rome, Watertown and Ogdensburgh: Niagara Falls Branch.....	17,500 00	17,500 00
Oswego and Rome.....	24,000 03	24,000 00
Utica and Black River.....	.....	113,465 00
Carthage, Watertown and Sackett's Harbor.....	.....	11,654 79
Southern Central: Ithaca, Auburn and Western.....	12,600 00	12,600 00
Staten Island Rapid Transit: Staten Island Railway.....	80,600 00	80,600 00
Tioga: Elmira State Line.....	2,041 00	2,044 00
Foreign road.....	12,750 00	12,750 00
Troy and Boston: Troy and Bennington.....	15,400 00	15,400 00
Foreign road.....	12,000 00	12,000 00
Ulster and Delaware: Hobart Branch.....	.....	4,250 00
Utica and Black River: Carthage, Watertown and Sackett's Harbor.....	25,609 60	12,537 87
Clayton and Theresa.....	14,000 00	7,000 00
	\$10,985,509 63	\$13,342,284 66
SURFACE		
Atlantic Avenue: Prospect Park and Coney Island (city division).....	.....	\$15,750 00
Binghamton and Port Dickinson: Binghamton and Port Dickinson.....	\$3,300 00	3,300 00
Broadway and Seventh Avenue: Broadway Surface.....	.....	192,599 97
Christopher and Tenth Street: Part of Twenty-third Street Railway.....	.....	5,200 00
Grand Street, Prospect Park and Flatbush: Prospect Park and Flatbush.....	1,680 00	1,280 00
Johnstown, Gloversville and Kingsboro: Johnstown, Gloversville and Kingsboro.....	4,000 00	3,720 31
New Williamsburgh and Flatbush: Greenpoint and Lorimer Street.....	.....	7 500 00
Prospect Park and Coney Island: New York and Coney Island (steam road).....	10,000 00	10,000 00
Steinway and Hunters Point: Astoria and Hunters Point.....	1,686 00	.....
Broadway and Bowery Bay.....	450 00	.....
Troy and Lansingburgh: Lansingburgh and Cohoes.....	1,050 00	1,050 00
Troy and Cohoes.....	3,500 00	3,500 00
Waterford and Cohoes.....	50 00	50 00
Twenty-third Street: Bleecker Street and Fulton Ferry.....	62,500 00	62,500 00
	\$88,216 00	\$306,470 28

RENTALS PAID FOR LEASED LINES.

33

(Continued).

SURFACE STEAM.

Leased Lines and disposition of same by Lessors for years ending 1885 and 1886.

Portion used for payment of interest on debt of lessor.		Portion used for payment of dividends on capital stock of lessor.		Portion not included in foregoing payments of interest or div.; also portion paid for lines outside the State.	
1885.	1886.	1885.	1886.	1885.	1886.
\$25,275 00	\$23,120 00				\$1,981 80
		\$23,800 00	\$23,800 00	\$709 00	85 08
		80,000 00	80,000 00	500 00	790 61
88,500 00	88,500 00	60,000 00	60,000 00	3,000 00	3,000 00
11,025 00	11,025 00				
				5,996 00	
				55,200 00	
		17,500 00	17,500 00		
		24,000 00	24,000 00		
	33,410 00		77,805 00		2,250 00
					11,654 79
3,342 35	8,750 00			9,267 65	3,850 00
21,000 00	21,000 00	56,000 00	56,000 00	3,600 00	3,600 00
		2,044 00	2,044 00		
			12,750 00	12,750 00	
3,690 00	3,540 00	9,048 00	9,048 00	2,682 00	2,812 00
				12,000 00	12,000 00
			4,250 00		
14,000 00	7,000 00			25,609 60	12,537 87
\$5,031,909 98	\$6,854,278 18	\$3,427,453 34	\$3,481,812 17	\$2,526,146 31	\$2,913,194 31

STREET.

					\$15,750 00
		\$3,300 00	\$3,300 00		
	\$106,250 00				86,349 97
					5,200 00
		1,680 00	980 00		280 00
\$162 50	231 56	2,994 00		\$343 50	3,498 75
	7,500 00				
		10,000 00	10,000 00		
				1,686 00	
				450 00	
		1,050 00	1,050 00		
		3,500 00	3,500 00		
				50 00	50 00
40,000 00	49,000 00	13,500 00	13,500 00		
\$49,162 50	\$162,971 56	\$36,024 00	\$32,330 00	\$3,029 50	\$111,128 72

TABLE
ROADS IN OPERATION —
Condensed Balance Sheets,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Addison and Northern Penn.	\$961,116 18	\$438,360 00	\$82,536 06	\$1,482,002 24
Adirondack.....	2,728,682 55	1,483,645 20	15,264 13	4,227,601 87
Albany and Susquehanna....	13,314,317 42	7,000 00	838,882 28	13,660,199 70
Albany and Vermont.....	600,000 00	23,000 00	1,329 00	624,329 00
Amsterdam, Chuc'a & North'n	200,000 00	.....	.....	200,000 00
Avon, Genesee and Mt. Morris	224,800 00	.....	622 02	225,422 02
Bath and Hammondsport....	128,870 20	.....	337 08	129,207 28
Boston and Albany.....	28,595,740 54	1,606,672 16	2,712,661 32	32,915,074 02
Boston, Hoosac Tun'l & West'n	6,519,807 44	.....	265,284 90	6,784,572 34
Bradford, Eldred and Cuba...	556,288 28	631,043 80	11,132 30	1,198,474 38
Brooklyn, Bath and West End	548,041 80	.....	10,113 54	558,155 44
Brooklyn, Flatb'h & Con'y Isl'd	1,696,625 80	.....	13,069 03	1,709,694 82
Brooklyn and Montauk.....	3,043,500 00	.....	.....	3,043,500 00
Brooklyn and Rockaw'y Beach	283,091 88	.....	2,732 28	285,824 16
Buffalo, Bradford and Pitts..	2,866,400 00	.....	.....	2,866,400 00
Buffalo Creek.....	650,799 01	.....	94,823 57	745,622 58
Buffalo Creek Transfer.....	50,000 00	.....	200 00	50,200 00
Buffalo Erie Basin.....	13,503 19	.....	.....	13,503 19
Buffalo, New York and Erie..	3,330,000 00	150,600 00	17,232 01	3,497,832 01
Buffalo, New York and Phila..	28,932,724 42	19,708,410 35	869,686 34	49,540,821 11
Buffalo, Rochester and Pitts.	14,094,281 92	3,806,670 50	657,468 37	17,558,420 79
Buffalo and Southwestern....	2,508,935 37	.....	25,528 24	2,534,463 61
Calro.....	44,710 76	.....	985 17	45,695 93
Canal.....	160,293 75	.....	58,516 34	218,810 09
Catskill Mountain.....	888,456 83	.....	7,195 91	895,652 74
Cayuga and Susquehanna.....	600,000 00	.....	3,115 62	603,115 62
Chateaugay.....	384,816 93	.....	.....	384,816 93
Chemung.....	380,000 00	.....	558 00	380,558 00
Cherry Valley, Sharon & Alba'y	590,000 00	.....	.....	590,000 00
Clove Branch.....	191,474 50	1,223 22	9,318 93	202,016 65
Connecting Terminal.....	598,049 06	.....	29,938 42	627,987 48
Cooperstown and Susq. Valley	495,305 07	.....	4,625 67	499,930 74
Corning, Cowan'e and Antrim	3,250,000 00	17,876 63	.....	3,267,876 63
Crown Point Iron Company....	408,537 62	.....	19,986 26	428,523 88
Dunkirk, Alleg'y Val. & Pitts..	4,820,875 07	.....	8,368 40	4,829,243 47
Elmira, Cortland and Northern	4,128,237 14	.....	102,146 54	4,230,383 68
Elmira, Jefferson & Cananda'a	500,000 00	.....	750 00	500,750 00
Elmira and Williamsport.....	2,570,000 00	.....	4,515 73	2,574,515 73
Erie International.....	351,447 93	.....	.....	351,447 93
Fonda, Johnstown & Glovers'e	809,446 64	6,611 00	32,022 71	848,080 35
Genesee Valley Canal.....	1,140,000 00	.....	.....	1,140,000 00
Genesee Valley Terminal.....	479,570 00	.....	.....	479,570 00
Geneva, Ithaca and Sayre....	1,999,888 00	21,627 22	2,846 85	2,024,362 07
Geneva and Lyons.....	331,539 93	.....	.....	331,539 93
Glendale and East River.....	176,626 39	.....	7,480 00	184,106 39
Glens Falls.....	456,431 35	.....	.....	456,431 35
Goshen and Deckertown.....	342,690 00	.....	256 65	342,946 65
Greene.....	400,085 50	.....	.....	400,085 50
Greenwich and Johnsonville..	134,884 37	.....	2,869 84	137,754 21
Harlem River & Port Chester..	3,059,169 84	.....	.....	3,059,169 84
Hartford and Conn. Western.	3,146,057 22	98,154 81	118,214 30	3,362,426 33
Herkimer, Newport & Poland	239,375 88	800 00	7,938 23	248,114 16
Hobart Branch.....	42,897 63	.....	.....	42,897 63
Island.....	599,000 00	.....	30,824 72	629,824 72
Kaaterskill.....	167,911 76	.....	11,347 12	179,258 88
Lackawanna and Pittsburgh...	8,049,170 81	138,700 00	133,033 37	8,320,904 18

E.

SURFACE STEAM.

September 30, 1886.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$600,000 00	\$637,050 00	\$237,059 07	\$1,474,109 07	\$7,898 17	.....
2,600,000 00	1,561,637 75	54,240 29	4,215,878 04	11,723 83	.....
3,500,000 00	10,115,000 00	549 52	13,615,549 52	44,650 18	.....
600,000 00	.....	.....	600,000 00	24,329 00	.....
200,000 00	.....	.....	200,000 00	.....	.....
225,000 00	.....	.....	225,000 00	423 02	.....
73,300 00	38,000 00	14,401 88	125,701 88	3,505 40	.....
20,000,000 00	10,858,000 00	1,841,503 66	32,699,503 66	215,570 36	.....
3,551,010 00	2,000,000 00	1,389,735 48	6,940,745 48	.....	\$156,173 14
480,000 00	560,000 00	248,722 48	1,288,722 48	.....	90,248 10
250,000 00	250,000 00	15,996 35	515,996 35	40,159 09	.....
486,150 00	1,000,000 00	294,253 89	1,780,403 89	.....	80,718 97
2,000,000 00	1,043,500 00	.....	3,043,500 00	.....	.....
147,500 00	58,000 00	19,295 93	224,795 93	41,023 23	.....
2,286,400 00	580,000 00	.....	2,866,400 00	.....	.....
250,000 00	125,000 00	149,019 34	524,019 34	221,608 28	.....
5,000 00	.....	45,230 00	50,200 00	.....	.....
13,503 19	.....	.....	13,503 19	.....	.....
650,000 00	2,380,000 00	151,597 50	3,431,597 50	16,284 51	.....
20,344,283 98	24,458,115 00	7,103,279 63	51,905,677 51	.....	2,364,856 40
10,800,000 00	6,531,070 00	244,305 57	17,575,375 57	.....	16,954 78
943,686 66	1,500,000 00	22,890 67	2,466,557 33	62,906 28	.....
19,900 00	25,000 00	625 00	45,525 00	170 63	.....
60,000 00	100,000 00	79,692 78	239,692 78	.....	25,882 69
89,000 00	261,100 00	21,112 85	371,212 85	19,439 89	.....
589,110 00	.....	.....	589,110 00	14,005 62	.....
75,000 00	285,955 59	23,861 34	384,816 93	.....	.....
380,000 00	.....	168 00	380,168 00	390 00	.....
285,900 00	800,000 00	1,100 00	590,000 00	.....	.....
150,000 00	.....	996 82	150,996 82	51,019 83	.....
20,000 00	500,000 00	71,945 33	591,945 33	36,042 15	.....
308,405 08	104,000 00	10,680 45	423,085 45	76,845 29	.....
2,000,000 00	1,250,000 00	17,876 83	3,267,876 83	.....	.....
.....	.....	408,537 82	408,537 82	19,966 28	.....
1,300,000 00	3,200,000 00	241,566 60	4,741,566 60	87,678 87	.....
2,000,000 00	2,000,000 00	481,382 68	4,481,382 68	.....	250,999 00
500,000 00	.....	.....	500,000 00	750 00	.....
1,000,000 00	1,570,000 00	35 00	2,570,035 00	4,430 73	.....
50,000 00	.....	301,447 93	351,447 93	.....	.....
300,000 00	500,000 00	20,296 20	820,296 20	27,814 15	.....
1,140,000 00	.....	.....	1,140,000 00	.....	.....
479,570 00	.....	.....	479,570 00	.....	.....
1,675,000 00	1,300,000 00	83,893 95	3,058,893 95	.....	1,034,381 88
15,000 00	.....	316,589 93	331,589 93	.....	.....
7,460 00	.....	176,626 39	184,086 39	.....	.....
96,600 00	10,000 00	849,831 35	456,431 35	.....	.....
96,190 00	248,500 00	.....	344,690 00	256 65	.....
200,000 00	200,000 00	85 50	400,085 50	.....	.....
118,000 00	.....	.....	118,000 00	19,254 21	.....
42,160 00	3,000,000 00	17,009 84	3,059,169 84	.....	.....
2,550,200 00	610,000 00	220,434 18	3,380,634 18	.....	23,207 85
182,800 00	65,000 00	4,008 21	239,803 21	8,805 95	.....
50,000 00	.....	.....	50,000 00	.....	7,102 37
200,000 00	400,000 00	50,803 60	650,803 60	.....	20,778 73
100,000 00	60,000 00	10,301 82	170,301 82	8,957 06	.....
5,000,000 00	2,818,000 00	1,091,503 48	8,909,503 48	.....	588,599 30

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheets,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Lake Champlain and Moriah.	\$409,221 85		\$80,347 24	\$489,568 59
Lake Shore & Mich. Southern	84,000,000 00	\$18,481,873 40	3,158,035 70	105,639,900 10
Lehigh and Hudson River...	2,884,696 13		43,991 67	2,908,688 80
Lehigh Valley	2,925,682 50		200,510 75	3,126,193 25
Long Island.....	14,302,648 94	1,169,212 80	1,288,608 79	16,660,470 53
Long Isl'nd City and Flushing	1,585,621 04		77,459 11	1,673,080 15
Mahopac Falls.....	71,894 08			71,894 08
Marine	90,613 70		88,042 68	178,656 38
Middleburgh and Schoharie.	103,694 96		2,715 97	105,410 93
Middletown and Crawford...	193,110 64		9,533 31	202,643 95
Middletown, Unionv. & W. Gap	350,476 47		373 90	350,849 47
Montgomery and Erie	327,000 00		5,586 69	332,586 69
Newburgh, Dutch's and Conn	2,263,709 63	1,223 47	46,832 62	2,311,965 72
New Jersey and New York.....				
N. Y., B'kn and Man. Beach...	1,795,815 29	500,000 00	14,014 42	2,309,829 71
New York and Canada	8,157,155 31			8,157,155 31
New York Cent. and Hud. R.	146,680,682 19	10,546,947 87	6,784,287 59	163,961,617 35
N. Y. Cent., H. R. and F. Orange	4,500 00		55 79	4,555 79
N. Y. Cent. and Niag. River	23,100 00			23,100 00
New York, Chicago and St. L	70,894,426 85	33,754 44	1,138,624 86	72,068,806 15
N. Y., C. and St. L. Rec'vrs' Rep	31,044 32		1,681,616 96	1,692,661 28
New York City and Northern	6,131,110 23	2,741,251 68	337,730 94	9,210,092 88
New York and Coney Island.	100,019 02		664 87	100,683 89
New York, Lack. and West'n	27,732,770 02			27,732,770 02
New York, Lake Erie and W'n	182,581,558 40	8,680,325 41	5,326,130 83	176,588,014 14
New York and Long Beach...	591,000 00			591,000 00
New York and New England	36,534,415 81	327,877 69	971,910 80	37,834,204 13
New York, New Haven and H	16,784,737 08		4,640,366 11	21,405,103 19
New York, Ontario and W'n.	61,574,337 12	13,500 00	496,911 66	62,084,799 10
New York, Penn. and Ohio...	145,965,937 31	622,981 78	888,309 44	147,478,228 53
New York, Rutland and Mon.	2,801,089 79		9,337 93	2,810,427 73
New York and Sea Beach....	930,247 88	84,876 50	31,631 21	1,046,805 59
New York, Woodhav. and H.	2,303,552 11	217,000 00	149,238 95	2,669,841 06
Niagara Bridge and Canan'ua	1,000,000 00			1,000,000 00
Niagara Falls Branch	243,756 00		6,244 00	250,000 00
Northern Adirondack.....	150,000 00		1,241 91	151,241 91
Northern of New Jersey.....	1,338,000 00		95,000 44	1,433,000 44
Norwood and Montreal.....	251,408 56		5,591 44	260,000 00
Nyack and Northern.....	248,026 44			248,026 44
Ogdensburgh and Lake Cham	7,568,039 44	409,869 31	166,532 51	8,146,491 26
Olean, Bradford and Warren	147,983 34	24,823 87		172,806 21
Oswego and Rome	950,352 76	68,174 74		1,019,127 50
Oswego and Syracuse	2,456,049 97			2,456,049 97
Owasco River.....	60,769 77		197 73	60,967 50
Perry.....	28,253 53			28,253 53
Port Jervis and Monticello..			9,670 98	9,670 98
Po'keepsie, H'fd. and Boston	1,429,920 40		5,247 31	1,435,167 71
Rensselaer and Saratoga....	9,214,693 54	1,082,511 33	53,345 97	10,350,550 84
Rochester and Lake Ontario.	78,340 52		7,872 71	86,213 23
Rochester and Ontario Belt..	540,777 60		1,580 38	542,357 98
Rome and Clinton	380,000 00		327 20	380,327 20
Rome, Watertown and Og'b'h	15,384,782 50	591,279 79	2,508,294 49	18,484,356 78
Rome, W. and Og'h Terminal	3,981 94		2,606 80	6,588 74
Saratoga, Mt. McG. and L. Geo	832,011 89		4,539 44	836,551 33
Saratoga and Schenectady...	450,000 00		26,149 61	476,149 61
Schenectady and Duane's b'h.	670,449 01			670,449 01

* Report received too

CONDENSED BALANCE SHEETS OF STEAM ROADS.

37

(Continued).

SURFACE STEAM.

September 30, 1886.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$200,000 00			\$200,000 00	\$289,568 59	
50,000,000 00	\$47,216,000 00	\$1,600,654 66	98,816,654 66	6,823,245 44	
1,349,000 00	1,302,000 00	389,189 75	3,031,189 75		\$122,296 95
403,400 00		2,567,734 74	2,970,138 74	156,234 51	
10,000,000 00	5,493,205 93	842,734 95	15,836,940 88	824,529 65	
500,000 00	937,000 00		1,437,000 00	236,080 15	
50,000 00		21,894 68	71,894 68		
50,000 00		55,320 15	105,320 15	73,036 23	
85,000 00	18,000 00	2,437 99	105,437 99		27 08
122,200 00	66,000 00	2,359 75	190,559 75	12,084 20	
149,850 00	400,000 00	30,824 28	580,674 28		229,824 81
150,000 00	170,500 00	6,500 00	327,000 00	5,586 60	
887,350 00	1,329,500 00	69,901 27	2,286,751 27	25,114 45	
1,000,000 00	1,300,000 00	13,209 28	2,313,209 28		3,879 57
4,000,000 00	4,000,000 00	157,155 31	8,157,155 31		
89,423,300 00	56,424,333 88	6,635,514 64	152,483,147 97	11,473,469 88	
2,000 00		2,500 00	4,500 00	55 79	
25,100 00			25,100 00		
50,000,000 00	30,046,000 00	5,517,730 75	75,563,730 75		3,494,924 60
3,000,000 00	3,961,000 00	818,407 36	818,407 36	874,253 98	
100,000 00		2,421,508 42	9,383,508 42		172,415 54
10,000,000 00	17,000,000 00		100,000 00	983 89	
85,451,100 00	78,500,385 10	782,770 02	27,782,770 02		
		5,667,879 40	189,619,364 50	6,968,649 64	
391,000 00	200,000 00		591,000 00		
21,900,000 00	16,053,498 88	570,909 87	38,524,406 25		670,202 12
15,500,000 00	2,000,000 00	641,687 80	18,141,687 80	3,203,415 39	
58,186,982 84	2,927,000 00	504,963 08	61,618,945 92	465,953 18	
44,999,350 00	101,021,686 25	1,447,315 73	147,488,352 03	9,876 50	
1,644,000 00	1,000,000 00	164,371 23	2,808,371 23	2,556 49	
500,000 00	339,638 00	254,363 31	1,093,901 31		47,095 72
1,000,000 00	1,730,213 00	86,296 41	2,866,508 41		196,667 35
1,000,000 00			1,000,000 00		
250,000 00			250,000 00		
150,000 00			150,000 00	1,241 91	
1,000,000 00	338,000 00	74,354 39	1,412,354 39	20,652 05	
130,000 00	130,000 00		280,000 00		
78,250 00	157,500 00	10,276 44	246,026 44		
3,077,500 00	4,509,400 00	534,626 45	8,121,526 45	24,964 81	
150,000 00			150,000 00	22,806 21	
300,000 00	719,100 00	27 50	1,019,127 50		
1,320,400 00	1,106,000 00	58,310 27	2,484,710 27		28,660 30
30,000 00		17,356 63	47,356 63	13,610 97	
8,233 53	20,000 00		28,233 53		
850,000 00	524,000 00	7,883 58	7,883 58	1,737 40	
8,155,300 00	1,925,000 00	258,984 45	1,632,984 45		197,816 74
65,000 00		216,904 87	10,297,204 87	53,345 97	
300,000 00	175,000 00	208 24	65,208 24	21,004 99	
		91,341 04	568,341 04		23,968 06
245,380 00		95 42	345,455 42	14,871 78	
5,390,106 00	12,367,000 00	423,880 32	18,180,579 32	303,757 46	
2,700 00		3,890 74	6,590 74		
380,000 00	318,000 00	155,108 45	853,108 45		16,567 13
450,000 00			450,000 00	26,149 61	
100,500 00	500,000 00	69,949 61	670,449 61		

late for tabulation.

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheets,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Schoharie Valley	\$102,098 30	.....	\$2,143 46	\$104,241 76
Silver Lake	128,000 00	.....	4,365 12	132,365 12
Skaneateles	155,948 25	.....	8,954 44	164,902 69
Sodus Bay and Southern	1,000,000 00	.....	7,250 00	1,007,250 00
Southern Central	4,841,024 10	\$24,640 00	82,185 65	4,947,849 75
Southfield Branch .....	.....	.....	.....	.....
Spuyten D'v'el and P't Morris	989,000 00	.....	.....	989,000 00
Statens Island	637,888 39	.....	25,939 25	663,825 64
Statens Island Rapid Transit	7,041,524 87	.....	581,686 18	7,623,211 05
Sterling Mountain	500,868 02	.....	4,535 35	505,403 37
Stony Clove and Catskill M't'n	343,740 85	.....	13,734 41	357,475 26
Susp. Bridge and Erie Junc	1,866,350 64	.....	8 42	1,866,437 06
Syracuse, B'ng'n and N. Y.	4,600,196 18	.....	311,762 61	4,911,958 79
Syracuse, Geneva and Corn'g	3,019,953 99	223,936 84	66,312 09	3,810,202 92
Syracuse, Ontario and N. Y.	1,879,023 61	.....	2,023 04	1,881,045 65
Syracuse, Ph'nix and Oswego	707,853 65	.....	.....	707,853 65
T'logs	1,472,607 72	40,039 32	2,205,436 23	3,718,083 27
Troy and Bennington	236,953 37	.....	1,082 95	237,976 32
Troy and Boston	2,832,553 04	235,114 53	229,301 98	3,406,968 55
Troy and Greenbush	274,400 00	3,650 00	310 66	278,360 66
Ulster and Delaware	3,105,698 90	.....	101,538 14	3,207,237 04
Union	50,000 00	.....	.....	50,000 00
Utica and Black River	4,370,512 40	.....	58,534 37	4,429,046 77
Utica, Chenango & Susq. V'y	4,184,638 16	.....	.....	4,184,638 16
Valley	1,159,337 42	.....	.....	1,159,337 42
Walkkill Valley	936,353 38	.....	25,564 29	961,917 67
Waverly and State Line	64,398 05	.....	.....	64,398 05
Wellav'e, Bolivar and Eldred	412,400 00	.....	6,980 00	419,380 00
West Shore	60,000,000 00	.....	.....	60,000,000 00
West Troy and Green Island	139,129 86	.....	.....	139,129 86
	*\$1,104,513,164 03	\$73,322,949 34	\$39,781,426 65	\$1,217,917,540 03

* See note to Table E on pages 44, 45.

ELEVATED				
Brooklyn	\$9,689,194 54	.....	\$56,711 06	\$9,745,905 60
Manhattan .....	.....	\$26,517,526 82	580,409 41	27,197,936 23
Metropolitan	21,318,000 00	.....	74,290 89	21,392,290 89
New York	15,588,304 00	.....	638,680 70	16,226,984 70
Sea View	18,450 86	.....	12,327 17	30,778 03
Suburban Rapid Transit	923,305 61	14,301 25	32,460 60	970,076 46
	\$47,537,255 01	\$26,531,828 07	\$1,394,897 83	\$75,463,980 91

SURFACE				
Albany	\$374,837 37	.....	\$19,360 72	\$394,204 09
Amsterdam	15,000 00	.....	823 04	15,823 04
Atlantic Avenue	1,917,347 37	\$142,750 00	102,629 44	2,252,726 81
Auburn and Owasco Lake	9,153 40	.....	417 41	9,575 81
Babylon	10,159 91	.....	10,000 00	20,159 91

(Continued).

SURFACE STEAM.

September 30, 1886.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$100,000 00	\$40,000 00	\$2,400 00	\$142,400 00	.....	\$38,158 24
60,000 00	68,000 00	1,800 00	129,800 00	\$3,005 12	.....
77,800 00	30,000 00	11,931 54	119,731 54	45,171 15	.....
500,000 00	500,000 00	53,006 96	1,053,006 96	.....	45,756 96
1,790,574 94	3,390,650 00	467,911 63	5,649,136 56	.....	701,286 81
.....
989,000 00	.....	.....	989,000 00	.....	.....
210,000 00	300,000 00	24,500 00	534,500 00	129,325 64	.....
500,000 00	6,800,000 00	494,624 30	7,794,624 30	.....	171,413 25
80,000 00	475,674 00	169,122 80	724,796 80	.....	219,398 23
.....
124,000 00	210,000 00	15,159 23	349,159 23	8,316 03	.....
500,000 00	1,000,000 00	386,437 06	1,886,437 06	.....	.....
2,500,000 00	2,020,000 00	188,333 34	4,608,333 34	223,625 45	.....
1,325,000 00	1,497,200 00	20,636 41	2,842,836 41	467,866 51	.....
404,600 00	1,400,000 00	196,629 55	2,001,229 55	.....	119,583 90
.....
518,000 00	175,000 00	16,858 65	707,853 65	.....	.....
580,900 00	789,500 00	57,261 91	1,427,661 91	2,290,421 36	.....
150,800 00	57,000 00	.....	207,800 00	30,176 32	.....
1,623,110 00	2,655,500 00	478,016 25	4,756,626 25	.....	1,949,687 70
274,400 00	.....	.....	274,400 00	3,960 66	.....
.....
1,152,100 00	1,592,600 00	371,089 85	3,115,789 85	91,447 19	.....
50,000 00	.....	.....	50,000 00	.....	.....
2,223,000 00	1,950,000 00	35,492 50	4,208,492 50	220,554 27	.....
4,000,000 00	.....	184,638 16	4,184,638 16	.....	.....
750,000 00	400,000 00	9,337 42	1,159,337 42	.....	.....
.....
330,000 00	580,000 00	101,161 34	1,011,161 34	.....	49,243 67
10,000 00	.....	54,398 05	64,398 05	.....	.....
8,960 00	.....	412,400 00	415,360 00	.....	.....
10,000,000 00	50,000,000 00	.....	60,000,000 00	.....	.....
3,200 00	.....	135,929 88	139,129 88	.....	.....
*\$594,818,579 14	*\$544,708,000 33	\$52,381,931 32	\$1,193,908,510 79	\$36,567,729 19	\$12,558,699 96
.....	.....	.....	.....	12,558,699 96	.....
.....	.....	.....	Net surplus....	\$24,009,029 23	.....

† Report received too late for tabulation.

STEAM.

\$5,000,000 00	\$4,750,000 00	\$33,941 76	\$9,783,941 76	.....	\$38,086 16
24,528,200 00	.....	2,521,709 67	27,049,909 67	\$48,026 56	.....
6,500,000 00	14,818,000 00	98,105 90	21,416,105 90	.....	23,815 01
6,500,000 00	9,500,000 00	272 15	16,000,272 15	226,721 55	.....
.....	27,000 00	2,062 84	29,062 84	1,715 19	.....
641,865 00	.....	491,854 17	1,133,719 17	.....	163,642 71
.....
\$43,170,065 00	\$29,095,000 00	\$3,147,946 49	\$75,413,011 49	\$270,463 30	\$225,493 88
.....	.....	.....	.....	225,493 88	.....
.....	.....	.....	Net surplus....	\$50,969 42	.....

STREET.

\$200,000 00	\$111,400 00	\$78,625 20	\$390,025 20	\$4,178 86	.....
15,000 00	.....	.....	15,000 00	322 04	.....
700,000 00	729,220 00	475,151 02	1,904,371 02	348,355 79	.....
9,158 40	.....	4,274 00	13,432 40	.....	\$3,856 59
5,600 00	.....	9,281 50	14,881 50	5,278 41	.....

TABLE
ROADS IN OPERATION —
Condensed Balance Sheets,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Binghamton Central.....	\$19,600 00	.....	.....	\$19,600 00
Binghamton & Port Dickinson	26,764 60	.....	.....	26,764 60
Bleecker St. and Fulton Ferry	1,801,931 58	.....	.....	1,801,931 58
Broadway (Brooklyn).....	888,506 91	.....	\$33,404 93	921,911 84
Broadway Surface.....	.....	.....	.....	.....
Broadway & Seventh Avenue	4,130,874 14	\$18,767 23	134,807 18	4,284,448 54
Brooklyn Bush'n & Queens Co.	891,689 68	.....	3,711 31	895,399 99
Brooklyn City.....	4,083,077 90	.....	127,465 17	4,159,542 97
Brooklyn City and Newtown	1,611,384 88	12,241 32	38,012 82	1,659,618 52
Brooklyn Croastown.....	717,408 68	.....	49,579 06	766,987 74
Buffalo.....	877,627 18	15,000 00	87,271 97	979,899 15
Buffalo East Side.....	760,420 20	.....	9,825 84	760,345 54
Bushwick.....	1,128,329 37	.....	16,428 25	1,139,755 62
Calvary Cem'y, Gr'npt & B'n	171,000 00	.....	833 92	171,833 92
Central City.....	50,506 66	.....	5,193 46	55,700 02
Central Croastown.....	840,000 00	1,000 00	7,972 62	848,972 62
Central Park, North & E. Riv.	2,766,390 23	8,000 00	481,953 76	3,254,343 99
Christopher and Tenth Street	719,970 00	66,700 00	54,590 89	841,260 89
City (Binghamton).....	7,194 29	.....	154 38	7,352 67
City (Poughkeepsie).....	98,545 53	.....	4,396 67	97,942 10
Coney Island and Brooklyn...	844,232 66	.....	22,506 81	866,739 47
Cortland and Homer.....	40,278 89	.....	3,280 80	43,559 69
Dry Dock, E. Broadway & Bat.	3,063,087 67	175,960 00	110,852 23	3,379,899 90
Dunkirk and Fredonia.....	52,910 00	.....	1,408 71	54,318 71
East Genesee St. & Seward Av.	9,158 40	.....	417 51	9,575 91
Eighth Avenue.....	1,803,944 08	6,120 00	131,980 64	1,942,044 72
Elmira and Horseheads.....	84,176 44	.....	334 81	84,511 25
Fifth Ward.....	59,704 83	.....	3,177 79	62,882 12
Forty-second St. & G'd St. F'y.	1,042,800 73	.....	35,506 80	1,077,807 53
Forty-second St., Man. & St.N.AV	5,210,518 10	.....	41,979 53	5,259,492 63
Frankfort and Illon.....	20,632 04	.....	66 83	20,698 87
Fulton and Oswego Falls.....	30,000 00	.....	459 77	30,459 77
Genesee and Water Street.....	95,464 37	16,420 00	12,497 15	123,382 02
Grand Street and Newtown...	421,578 46	.....	11,064 93	432,643 39
Grand St., Prost P'k & Flatb'h	714,530 76	.....	7,135 49	721,666 25
Greenpoint and Lorimer.....	225,000 00	.....	3,125 00	228,125 00
Harlem B'ge, Morris. & Ford'm	432,418 55	.....	31,823 39	514,242 44
Herkimer and Mohawk.....	17,000 00	.....	904 11	17,904 11
Houston, West St. & Pav'a F'y.	750,000 00	50,000 00	36,780 12	836,780 12
Jamaica and Brooklyn.....	197,480 00	.....	1,034 78	198,514 78
Jamestown.....	49,428 55	.....	76,440 67	125,869 22
Jerome Park.....	118,264 05	.....	.....	118,264 05
Johnat'n, Gloversv'le & Kings'o	50,153 99	.....	745 28	50,899 27
Kingston City.....	90,722 12	.....	4,616 77	95,338 89
Lansingburgh and Cohoes....	15,000 00	.....	.....	15,000 00
Long Island City & Newtown	101,200 00	.....	1,688 53	102,888 53
Mohawk and Illon.....	17,800 00	.....	1,329 45	19,129 45
Mount Vernon & East Chester	400,000 00	.....	.....	400,000 00
New Brighton & Onond'ga Val.	12,990 45	.....	50 00	13,040 45
New Williamsburgh & Flatb'h.	529,600 37	.....	21,377 05	550,977 42
New York and Harlem.....	see note, page 44	.....	4,141 73	47,414 06
Niagara Falls & Suspe'n B'dge.	49,272 32	.....	26,336 90	301,561 81
Ninth Avenue.....	274,464 91	780 00	93 53	80,063 65
North and East Greenbush....	79,750 12	250 00	2,269 59	25,649 72
Ogdensburgh.....	23,380 13	.....	.....	.....
Olean.....	13,662 13	.....	1,892 02	15,554 15
Oneida.....	16,261 53	.....	116 55	16,378 08

CONDENSED BALANCE SHEETS OF STREET ROADS.

41

E.

SURFACE STREET.

September 30, 1886.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$12,400 00	.....	.....	\$12,400 00	\$7,200 00	.....
25,764 50	.....	.....	25,764 50	.....	.....
900,000 00	\$700,000 00	.....	1,600,000 00	201,931 58	.....
525,000 00	850,000 00	\$29,792 54	904,792 54	17,119 30	.....
.....
2,100,000 00	2,200,000 00	880,667 23	4,060,667 23	.....	\$376,218 69
100,000 00	250,000 00	85,166 99	435,166 99	.....	39,786 00
2,000,000 00	800,000 00	845,513 37	3,645,513 37	514,029 60	.....
1,000,000 00	400,000 00	239,583 71	1,639,583 71	17,084 81	.....
200,000 00	431,000 00	49,596 32	680,596 32	86,391 42	.....
.....
100,000 00	741,500 00	81,840 85	923,840 85	56,538 30	.....
100,000 00	547,500 00	120,274 22	777,774 22	.....	17,423 68
500,000 00	400,000 00	180,637 89	1,080,637 89	73,120 73	.....
91,000 00	80,000 00	8,652 76	179,652 76	.....	7,789 84
50,000 00	.....	.....	50,000 00	5,700 02	.....
.....
889,000 00	250,000 00	.....	850,000 00	.....	1,027 38
1,800,000 00	1,200,000 00	354 58	3,000,254 58	254,089 41	.....
650,000 00	170,000 00	10,003 95	830,003 95	10,036 94	.....
5,400 00	1,400 00	.....	6,800 00	552 67	.....
76,908 94	6,000 00	.....	82,908 94	15,033 16	.....
.....
500,000 00	300,000 00	26,088 97	826,036 93	40,732 54	.....
40,000 00	.....	1,072 47	41,072 47	2,487 22	.....
1,200,000 00	2,040,000 00	121,600 00	3,361,600 00	18,289 90	.....
52,650 00	.....	113 52	52,763 52	1,519 19	.....
9,158 40	.....	4,274 00	13,432 40	.....	3,856 40
.....
1,000,000 00	1,000,000 00	10,000 00	2,010,000 00	.....	67,955 23
44,000 00	25,000 00	8,962 35	77,962 35	6,548 90	.....
29,575 00	21,510 00	3,393 93	54,978 93	7,903 19	.....
748,000 00	236,000 00	35,460 00	1,019,460 00	58,347 53	.....
2,500,000 00	2,715,000 00	136,834 39	5,360,834 39	.....	98,341 76
.....
14,275 00	.....	368 76	14,641 76	6,057 11	.....
15,000 00	15,000 00	225 00	30,225 00	234 77	.....
60,000 00	22,500 00	1,337 50	83,837 50	42,644 52	.....
170,000 00	200,000 00	19,789 32	369,789 32	42,879 07	.....
200,000 00	500,000 00	69,179 20	709,179 20	.....	47,512 96
.....
100,000 00	125,000 00	3,125 00	228,125 00	.....	.....
350,000 00	75,000 00	15,000 00	440,000 00	74,242 44	.....
17,000 00	.....	.....	17,000 00	904 11	.....
250,000 00	500,000 00	9,853 88	750,853 88	76,026 24	.....
197,490 00	.....	11,461 85	208,941 85	.....	10,427 07
.....
100,000 00	23,000 00	3,129 24	126,129 24	.....	290 02
4,000 00	100,000 00	.....	104,000 00	14,264 06	.....
50,000 00	3,000 00	112 50	53,112 50	.....	2,213 23
50,000 00	31,500 00	1,176 49	82,676 49	12,663 40	.....
15,000 00	.....	.....	15,000 00	.....	.....
.....
150,000 00	100,000 00	6,000 00	256,000 00	.....	153,111 47
15,000 00	2,800 00	.....	17,800 00	1,329 45	.....
300,000 00	100,000 00	6,000 00	406,000 00	.....	6,000 00
16,000 00	5,100 00	1,989 79	23,089 79	.....	10,029 84
300,000 00	200,000 00	55,762 90	555,762 90	.....	4,785 43
.....
40,000 00	.....	49 78	40,049 78	7,364 27	.....
761,800 00	.....	.....	761,800 00	.....	460,235 19
50,000 00	29,000 00	886 89	79,886 89	208 76	.....
24,500 00	.....	.....	24,500 00	749 72	.....
.....
10,000 00	.....	426 27	10,426 27	5,127 88	.....
12,500 00	1,800 00	.....	15,300 00	1,073 08	.....

TABLE E—
ROADS IN OPERATION—
Condensed Balance Sheets,

NAME OF ROAD.	ASSETS.			
	Cost of road and equipment.	Other permanent investments.	Supplies, cash and current assets.	Total assets.
Oswego	\$24,928 97	.....	\$402 67	\$25,330 64
Park Avenue	3,500 00	.....	.....	3,500 00
Prospect Park and Coney Isl'd	1,207,542 93	\$32,500 00	98,210 83	1,338,253 76
Richmond County	100,000 00	126 00	1,319 85	101,445 85
Rochester City and Brighton.	754,034 70	332,510 00	10,541 36	1,147,106 06
Rockaway Village	50,377 84	.....	35 91	50,413 75
Sea Cliff Inclined Cable	11,082 00	.....	217 80	11,299 80
Second Avenue	3,438,209 93	.....	209,151 25	3,647,361 19
Seneca Falls and Cayuga Lake	80,000 00	.....	2,232 56	82,232 56
Sixth Avenue	1,965,580 63	6,280 00	119,067 58	2,120,928 20
South Brooklyn Central	408,193 93	.....	31,078 66	439,274 59
South Ferry	286,571 56	.....	298 31	286,869 87
Staten Island Shore .....	.....	.....	.....	.....
Steinway and Hunters Point..	459,403 00	.....	2,912 73	462,315 73
Stillwater and Mechanicville..	28,768 81	.....	837 54	29,606 35
Syracuse and Geddes	69,357 48	.....	2,122 05	71,479 53
Syracuse and Onondaga	47,645 60	8,000 00	3,973 17	59,618 77
Third Avenue	5,137,075 97	60,000 00	106,070 26	5,312,146 23
Troy and Albia	78,602 85	.....	11,762 67	90,365 52
Troy and Cohoes	50,000 00	.....	.....	50,000 00
Troy and Lansingburgh	570,483 72	.....	18,250 42	588,743 14
Twenty-third Street	1,172,651 70	.....	54,342 30	1,227,194 00
Utica, Clinton and Bingham't'n	see note page 44	.....	.....	.....
Utica and Mohawk	35,321 34	.....	367 81	35,689 15
Van Brunt St. and Erie Basin.	99,928 47	.....	4,870 20	103,798 67
Waterford and Cohoes	24,481 20	.....	533 56	25,019 76
Watervliet Turnpike and R. R.	351,975 45	.....	10,671 77	362,647 22
Wash. St. and State Asylum...	43,857 49	.....	102 16	43,959 65
	\$56,905,845 79	\$1,010,374 54	\$2,561,376 93	\$60,477,597 26

*Could not furnish Balance

CONDENSED BALANCE SHEETS OF STREET ROADS.

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(Continued).

SURFACE STREET.

September 30, 1886.

LIABILITIES.				PROFIT AND LOSS.	
Capital stock.	Funded debt.	Other liabilities.	Total liabilities.	Surplus.	Deficiency.
\$20,000 00	\$5,000 00	\$82 50	\$25,082 50	\$267 14	.....
3,500 00	.....	.....	3,500 00	.....	.....
250,000 00	1,012,000 00	119,680 13	1,381,680 13	.....	\$43,426 37
50,000 00	50,000 00	.....	100,000 00	1,445 35	.....
500,000 00	531,000 00	89,934 00	1,120,934 00	28,173 08	.....
25,000 00	23,500 00	2,762 22	51,262 22	.....	848 47
7,050 00	.....	8,607 74	10,657 74	821 56	.....
1,862,000 00	1,800,000 00	49,119 16	3,511,119 16	136,242 03	.....
40,000 00	40,000 00	800 00	80,800 00	1,492 56	.....
1,500,000 00	500,000 00	84,405 15	2,084,405 15	36,523 05	.....
125,000 00	278,500 00	25,042 77	429,142 77	10,131 82	.....
150,000 00	100,000 00	64,500 00	374,500 00	.....	87,630 13
250,000 00	253,000 00	2,662 83	505,662 83	.....	45,846 61
10,503 75	12,000 00	7,159 40	29,663 15	.....	56 80
50,000 00	25,000 00	1,101 64	76,101 64	.....	4,622 11
70,000 00	.....	.....	70,000 00	.....	10,381 23
2,000,000 00	2,500,000 00	859,980 85	5,359,980 85	.....	47,584 62
44,700 00	34,000 00	801 20	79,501 20	10,803 72	.....
50,000 00	.....	.....	50,000 00	.....	.....
300,000 00	261,555 00	18,940 55	580,495 55	8,247 59	.....
600,000 00	388,500 00	19,762 82	1,008,262 82	218,931 18	.....
20,000 00	15,000 00	.....	35,000 00	689 16	.....
75,000 00	25,000 00	750 00	100,750 00	3,046 67	.....
25,000 00	.....	.....	25,000 00	19 76	.....
240,000 00	125,000 00	4,000 53	369,000 53	.....	6,353 31
25,000 00	19,965 67	1,039 18	45,965 85	.....	2,036 20
\$29,457,323 99	\$25,598,250 67	\$4,479,719 86	\$59,535,294 52	\$2,499,677 05	\$1,557,374 31
			Net surplus ..	\$942,302 74	

Sheet. See Report.

Note referring to Surface

In addition to the companies furnishing balance sheets, as shown on Table E, there are and debt outstanding, and there are others upon whose roads expenditures have been made total stock and debt and cost of road and equipment, as reported September 30, 1886, the

Carthage, Watertown and Sacketts Harbor.....
 Conesus Lake.....
 Erie and Black Rock.....
 Erie and Genesee Valley.....
 Garnerville.....
 Ithaca, Auburn and Western.....
 Lockawanna and Susquehanna.....
 Lockport and Buffalo.....
 Mayville Extension.....
 New York and Harlem.....

Rensselaer and Saratoga.....
 Rochester and Genesee Valley.....
 Rochester, New York and Pennsylvania.....
 Rome and Clinton and Utica, Clinton and Binghamton.....
 Schenectady and Mechanicville.....
 Smithtown and Port Jefferson.....
 Troy, Saratoga and Northern.....
 Troy Union.....
 Union Terminal.....
 Utica, Clinton and Binghamton.....

West Side and Yonkers.....

Total amount of cost of road and equipment, capital stock and debt not shown on
 Add amount as shown on Table E.....

Total amount of cost of road and equipment, capital stock and debt

Total assets as shown on Table E.....	\$1,217,917,540 08
Add additional cost of road and equipment, as shown on above note	33,557,306 52
Total amount of assets, as reported September 30, 1886.....	<u>\$1,251,474,846 54</u>

Excess of assets over liabilities, as reported September 30, 1886.....

Net surplus as shown on Table E.....
 Add additional assets (cost of road and equipment), as shown on above note
 Less additional liabilities (stock and debt), as shown on above note

Total net surplus, as reported September 30, 1886.....

NOTE REFERRING TO BALANCE SHEETS OF STEAM ROADS. 45

Steam Roads on Table E.

several whose roads have been partially absorbed or leased, but who still have capital stock on account of cost of road and equipment by lessees or owners. In order to arrive at the following amounts must be added to those as shown respectively on Table E

	Cost of road and equipment.	Capital stock.	Funded debt.
Leased by Utica and Black River R. R. Co.	\$788,958 26	\$508,548 00	\$300,000 00
	16,032 03	32,838 04	7,777 50
Leased by N. Y., L. E. and West. R. R. Co.	32,838 04	000 00	
Leased by N. Y., L. E. and West. R. R. Co.	191,302 00	144,800 00	120,000 00
Owned and operated by N. J. & N. Y. R. R. Co.	87,860 98	55,000 00	
Leased by Southern Central R. R. Co.	228,838 56	975,800 00	875,000 00
Built by Delaware and Hudson Canal Co.	1,122,778 15		
Leased by N. Y., L. E. and West. R. R. Co.	329,381 81	127,200 00	170,000 00
Leased by Buffalo, N. Y. and Phil. R. R. Co.		50,000 00	
Steam line leased by N. Y. C. & Hud. Riv. R. R. Co. This stock, debt and cost of road and equipment includes N. Y. city horse line, no division having been made.	28,638,058 01	9,450,000 00	12,005,000 00
Leased by Delaware and Hudson Canal Co. (expended by lessee)	1,724,465 38		
Leased by N. Y., L. E. and West. R. R. Co.	671,303 13	555,200 00	
Leased by Lackawanna and Pittsburgh.	248,650 46	1,500,000 00	
Leased by Delaware and Hudson Canal Co. (expended by lessee)	221,295 87		
Built by Delaware and Hudson Canal Co.	212,992 70		
Leased by Long Island Railroad Co.		80,475 00	600,000 00
Leased by Boston, Hoosac T. and W. R. R. Co.		327,270 00	
	788,984 80	30,000 00	
Operated by Buffalo, N. Y. and Phil. R. R. Co.		302,500 00	1,000,000 00
Steam line leased by D. and H. C. Co. This stock, debt and cost of road and equipment include Utica City horse line, no division having been made.	1,639,285 00	849,285 00	800,000 00
	1,679,781 34	10,000 00	
Table E	\$93,557,306 52	\$14,946,233 00	\$15,877,867 50
	1,104,813,164 03	596,815,579 14	544,708,000 38
as reported September 30, 1886.	\$1,183,370,470 55	\$611,804,812 14	\$560,585,867 83

Total liabilities, as shown on Table E. \$1,183,308,510 70
Add additional stock and debt, as shown on above note 30,864,100 50
Total amount of liabilities, as reported September 30, 1886. \$1,224,772,611 29

	\$26,702,235 25
	\$24,000,029 23
\$33,557,306 52	
30,864,100 50	
	2,693,206 02
	\$26,702,235 25

TABLE

ROADS NOT IN OPERATION—

Statement of Location, etc., Capital Stock, Funded and Floating

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Attica, Lookport and Ontario, from Attica to Youngstown.....	President, Robert S. Stevens, General Office, Attica, N. Y.
Baldwinsville Branch. Location not reported.....	President, Samuel Sloan, General Office, 26 Exch. Place, N. Y. City.
Batavia, Albion and Lake Ontario. Location not reported.....	President, Frank H. Goodyear, General Office, Buffalo, N. Y.
Black River and St. Lawrence, from Carthage to Russell.....	President, Laurence J. Goodale, General Office, Carthage, N. Y.
Brighton, from Prospect Park & Coney Island Railroad Depot to Brighton Beach.....	Secretary, Geo. I. Murphy, General Office, 42 Court St., Brooklyn, N. Y.
Broadway & Rocka'y Beach, from Foot Broadway, Brooklyn to Barren Isl'd & Rocka'y Beach	President, Francis Swift, General Office, Woodsburgh, L. I.
Broadway Underg'd Connect., from North Side Pk Place to North side 14th street, N. Y. city	President, Or'n Vandenburg, General Office, 82 Nassau street, N. Y.
Brooklyn & Queens County, from Fulton F'y, Brooklyn, N. Y., to N. Y. Wood'n & Rock'y R.R.	President, Stegmund T. Meyer, General Office, 48 New St., N. Y. city.
Brooklyn Underground, from Fulton Ferry, Brooklyn, to Flatbush.....	President, Henry Munford, General Office, 16 Court St., Brooklyn, N. Y.
Buffalo and Great Western, from International Bridge to Buffalo.....	President, James H. Muir, General Office, Buffalo, N. Y.
Buffalo and Williamsville, from Buffalo to Williamsville.....	President, J. S. Buell, General Office, Buffalo, N. Y.
Buffalo, Syracuse and Albany, from Albany to Buffalo.....	President, T. H. DuPuy, General Office, 15 Broad street, N. Y. city.
Canastota Northern, from Canastota to Camden.....	President, A. A. McLeod, General Office, Elmira, N. Y.
Canton and St. Lawrence River Railroad, Location not reported.....	President, Wm. S. Carman, General Office, 15 Broad street, N. Y. city.
Carthage and Adirondack, from Carthage to Finc.....	President, Byron D. Benson, General Office, Carthage, N. Y.
Cedarhurst. Location not reported.....	President, John D. Chever, General Office, 15 Park Row, N. Y. city.
Central Tunnel, from City Hall, New York city to Grand Central Station, New York city.	President, John Cochran, General Office, 59 Liberty St., N. Y. city.
Charlotte and Lake View, from Charlotte to Braddock Bay Inlet.....	President, J. Tillinghast, General Office, Buffalo N. Y.
Chautauqua Lake, from Falconer to Westfield.....	President, Rob't N. Marvin, General Office, Jamestown, N. Y.
Columbia and Rensselaer, from Hudson to Brainards.....	President, C. H. Scott, General Office, Hudson, N. Y.
Coney Island and Rockaway, from Coney Island to Rockaway.....	President, Wm. Marshall, General Office, 43 Court St., Brooklyn, N. Y.
Croton Valley, from Croton River to North Croton Lake.....	President, Chas. A. Jackson, General Office, 16 Exchange Pl., N. Y. city.
Delhi and Hudson River, from Delhi to Arkville.....	President, Thomas Cornell, General Office, Rondout, N. Y.
East River Bridge & Coney Island Steam Transit, from Fulton and South Ferry, New York city, to City line n. 20th St. & 10th ave.....	President, Andrew R. Culver, General Office, 16 Court St., Brooklyn, N. Y.
East River and Connecticut, from Harlem River to Portchester, with branches.....	President, Frank G. Brown, General Office, 15 Broad St., N. Y. city.
East River Tunnel, from Ravenswood to New York City.....	Secretary, E. H. Nicoll, General Office, 56 Wall St., N. Y. city.
East Side and Mt. Vernon, from Junction New York, N. H. & H. R. R. to Fordham.....	President, D. Quackenbush, General Office, Mount Vernon, N. Y.
Elmira Connecting, from Oak Street, Elmira, to N. Y. L. E. & W. R. R., Elmira.....	President, A. A. McLeod, General Office, Elmira, N. Y.
Erie and Central New York, from Cortland to Ouelic.....	President, Lewis S. Hayes, General Office, Cortland, N. Y.
Erie and Niagara River, from near Erie Int. R. R. & Lockport to North Tonawanda.....	President, R. L. Howard, General Office, 21 Cortland St., N. Y. city.
Grand Central Transit Company. Location not reported.....	Secretary, James B. Bach, General Office, 42 New St., N. Y. city.
Harlem River. Location not reported.....	President, John H. Cheever, General Office, 15 Park Row, N. Y. city.
Hudson River and Boston, from Ancram to New York State line.....	President, George P. Pelton, General Office, Poughkeepsie, N. Y.
Kingston, Warwick & Easton, from Greycourt to Montgomery.....	President, Grinnell Burt, General Office, Warwick, N. Y.

F.

SURFACE STEAM.

Debt, Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock paid in.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$3,050 00			\$5,751 11	60	
200 00				1	
3,100 00					
149,988 55		\$135 00	144,423 58	38	
10,000 00				1	
				15	
68,000 00		3,000 00	68,000 00	1.86	
1,000 00			229 65	9	
3,600 00				3.64	
270 00		25,230 00	25,500 00	1	
1,240 00				10	
1,094,500 00		89,558 14	508,530 88	338	
2,000 00		11,743 96	5,018 12	20	
2,440 00		1,379 00	22,303 35		
304,000 00	\$302,000 00		596,800 00		
10,000 00		65 86	10,064 62	3	
770 00				7	
				49.01	
3,000 00			4 424 00	30	
60,000 00			7,547 16	6.24	
1,000 00		1,238 81	1,232 85		
475,000 00				30	
			49,983 69	6.50	
3,250 00		4,401 08	60,000 00	32	
				1	
4,020 00			3,886 00	5.42	
120 00		11,834 24	11,964 24	1	
287,500 00		5,000 00	271,500 00	32.33	
1,460 00			51 30	9	
1,030 00					
1,400 00				14	
1,500 00		1,236 72	2,736 72	12	

TABLE F —

ROADS NOT IN OPERATION —

Statement of Location, etc., Capital Stock, Funded and Floating

NAME OF ROAD — WHERE LOCATED — NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Long Island City and Sea Beach. Location not reported	President, R. M. Williams, General Office, 83 Nassau St., N. Y. city.
Mechanicville and Fort Edward, from Mechanicville to Fort Edward	President, James Roosevelt, General Office, New York city.
Metropolitan Transit. Location not reported	President, Robert Bliss, General Office, Potter Building, N. Y. city.
Nassau Cable, from Court Street to Wall Street Ferry, Brooklyn	President, E. D. Berri, General Office, 206 Broadway, N. Y. city.
New England, New York and Pennsylvania, from Greenwood Lake to South Albany	President, Wm. O. McDowell, General Office, 120 Liberty St., N. Y. city.
New England and So. Western, Location not reported	President, Chauncey Vibbard, General Office, 1 Broadway, N. Y. city.
New York and Albany, from Jersey City, N. J., to Albany	President, Joseph H. Ramsey, General Office, 15 Broad St., N. Y. city.
New York and Arcade. Location not reported	President, C. N. Bliss, General Office, 115 Broadway, N. Y. city.
New York, Conn. and Eastern, from New York City Line to State line near Gr'nwich, Ct.	President, Wm. T. Black, General Office, 148 Broadway, N. Y. city.
Newport, Danbury and Boston, from New York City to Port Chester	President, F. A. White, General Office, 96 Broadway, N. Y. city.
New York, Boston Albany & Schenectady, from New York to Schenectady	President, E. P. Carpenter, General Office, 15 Broad St., N. Y. city.
New York and Boston Island, from Yonkers to Rye	Treasurer, William Rotch, General Office, Boston, Mass.
New York Brooklyn and Sea Shore, from East New York, Brooklyn, to Far Rockaway	President, William Strauss, General Office, 261 Broadway, N. Y. city.
New York Brooklyn and Rookaway, from Flatbush to Rockaway Inlet	Treasurer, W. H. Bostwick, General Office, Stapleton, L. I.
New York and New Jersey Tunnel, from City Hall Park, N. Y. to Communipaw, N. J.	Vice-President, S. D. Schuyler, General Office, 30 Vesey St., N. Y. city.
New York Underground, from City Hall, New York to Kingsbridge, with branches	President, O. Vandenberg, General Office, 83 Nassau St., N. Y. city.
Portage and Cuba Low Grade, from Portage to Cuba	President, Richard G. Taylor, General Office, Attica, N. Y.
Port Chester and Tarrytown, from Port Chester to Tarrytown	—, W. J. Tinsue, —, Port Chester, N. Y.
Poughkeepsie and Grand Junction, from Poughkeepsie to Howells	President, A. B. Stone, General Office, 7 Nassau St., N. Y. city.
Poughkeepsie and South Western, from State Line to Hudson River	President, H. H. Bondy, General Office, 7 Nassau St., N. Y. city.
Rockland Lake, from West Shore Railroad to Rockland Lake	Secretary, L. O. Reeve.
Schenectady, Albany and North Adams, from Schenectady to North Adams, Mass.	President, A. L. Farr, General Office, Albany, N. Y.
Schenectady and Ogdensburgh N. G., from Schenectady to Northville	President, E. D. Smalley, General Office, Albany, N. Y.
Sea Side Transit from Fulton Ferry, Brooklyn, to Coney Island, with branches	President, H. King.
South Cairo and East Durham, from South Cairo to East Durham	President, Isaac Pruyn, General Office, Catskill, N. Y.
Staten Island Northern. Location not reported	President, R. L. H. Finch, General Office, 198 Broadway, N. Y. city.
Tonawanda, Wiscoy and Genesee Valley, from Canada to Gainesville	President, J. P. Manchester, General Office, Pike, N. Y.
Troy and Chatham, from Troy to Chatham	President, Henry T. Cutter, General Office, 35 Broadway, N. Y. city.
United States H. Const. Co. Location not reported	
Wellsville, Coud'sp't and Pine Creek, from Wellsville to Genesee Forks, Pa	President, G. H. Blackman, General Office, Wellsville, N. Y.
Westchester, from Harlem Bridge to Danbury, Conn.	President, Lewis M. Brown, General Office, 15 Broad St. N. Y. city.
Westchester County. Location not reported	President, W. C. Hurd.
Yonkers Rapid Transit New York Division, from Van Cortland to Yonkers city line	President, R. M. Galloway, General Office, 40 Wall St., N. Y. city.
Yonkers Rapid Trans. Yonk. Div., from New York City line to South Broadway, Yonkers.	President, F. K. Hain, General Office, 40 Wall St., N. Y. city.

(Continued).

SURFACE STEAM.

Debt, Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock paid in.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$1,920 00
10,000 00	\$49,765 22	\$59,765 22	27	.....
.....
2,800 00	1,781 05	4,581 05	13	.....
10,740 00	\$12,000 00	.....	12,000 00	101	.....
3,000,000 00	6,000,000 00	.....	499,999 76	.....	.....
275,800 00	67,003 28	191,924 37	130	.....
.....	365,084 28	.....	.....
.....	17.15	.....
8,600 00	3,000,000 00	9,081 03	10,996 35	.....	.....
670,100 00	76,000 00	83,508 21	79,636 06	127	.....
2,000 00	2,000 00	178.16	.....
62,000 00	18,500 00	23,600 00	.....	13	.....
31,000 00	8	.....
3,825 00	3,497 91	3	.....
3,000,300 00	14,648 88	14,948 88	11	.....
3,300 00	3,300 06	83	.....
2,000 00	14	.....
4,990 00	49.90	.....
.....	300 00	4,830 00	45	.....
.....	2	.....
7,530 00	6,220 00	72	.....
3,400 00	21,600 00	25,000 00	.....	.....
.....	18	.....
5,890 00	5,636 52	10	.....
1,250 00
45,800 00	20	.....
.....	3,000 00	8,000 00	36	.....
.....
12,992 45	9,570 20	22,542 65	12	.....
6,240 00	10,849 46	332,087 96	60	.....
2,900 00	12,000 00	.....	.....
500 00	25,248 78	25,748 78	1.41	.....
5,000 00	131,343 46	136,343 46	1.70	.....
\$9,658,016 00	\$9,406,500 00	\$606,071 88	\$1,618,039 92	1,737 31	.....

TABLE F—
ROADS NOT IN OPERATION—
Statement of Location, etc., Capital Stock, Funded and Floating

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Brooklyn Elevated R. W. Const. Co., Location not reported.
President, Address, J. B. Bach, 42 New street, N. Y. city.
Long Island Elevated, Location not reported.
President, Austin Corbin, General Office, Brooklyn, N. Y.
Otis Elevating, from Catskill Mountain Station to North Lake.
President, C. L. Richerson, General Office, 54 Harrison St. N. Y. city.

SURFACE

Boutenbergh, Location not reported.
President, James M. Tower, General Office, 102 Broadway, N. Y. city.
Broadway, from Fourteenth Street to Battery.
President, W. C. Andrews, General Office, 15 Cortland St., New York city.
Brooklyn Annex Street, from Flatbush to Ozone Park.
President, F. M. Delano, General Office, 204 Montague St., Brooklyn, N. Y.
Christopher Street & James Slip Ferry, Location not reported.
President, Samuel F. Pierson, General Office, 35 Nassau St., N. Y. city.
City Island, from Marshall's Corners, Pelham, to Brown's Hotel, Pelham.
President, S. D. Horton, General Office, Pelham Manor, N. Y.
Court Street and East End, Location not reported.
President, Charles M. Stone, General Office, Binghamton, N. Y.
Court St. & Riverside, from Intersec'n Court & Chicago St. to Inter'n Gris'd & Rob'n St., Binghamton, N. Y.
President, George W. Stow, General Office, Binghamton, N. Y.
Elmira Transfer, from Water and State Street, Elmira, to Fifth and State Street, Elmira.
President, A. A. McLeod, General Office, Elmira, N. Y.
Fifth Avenue, from Harlem River to Washington Square, N. Y. city.
President, N. C. Andrews, General Office, 15 Cortland Street, N. Y. city.
Fourteenth Street District, Location not reported.
President, Calvin Goddard, General Office, 40 Wall St., N. Y. city.
Fulton, Wall Street & Cortland Street Ferry, Location not reported.
President, Edward Kearney, General Office, 45 William St., N. Y. city.
Jamestown and North-eastern, Location not reported.
President, C. A. Clute, General Office, Dunkirk, N. Y.
Lockport Street, Location not reported.
President, John Hodge, General Office, Lockport, N. Y.
Madison Avenue and 86th St., from Madison Avenue, New York city, to Hudson River.
President, Thomas L. James, General Office, Grand Central Station, N. Y. city.
Madison Avenue and 23d St., from 42d Street to Twenty-third and Fourth Av., N. Y. city.
President, Thomas L. James, General Office, Grand Central Station, N. Y. city.
Melrose and West Morrisania, Location not reported.
President, Wm. Cauldwell, General Office, Third Avenue near 170th Street, N. Y. city.
New York District, Location not reported.
Treasurer, J. Coleman Dayton, General Office, 40 Wall St., N. Y. city.
New York and Fallside, Location not reported.
President, Appleton Morgan, General Office, 64 Broadway, N. Y. city.
Niagara Falls and Whirlpool, Location not reported.
President, E. Bennett, General Office, Buffalo, N. Y.
North & East River, from Wall and Fulton Fer's, to Pavonia & Cortland Fer's, N. Y. city.
President, W. W. Layman, General Office, 115 B'way, N. Y. city.
North New York, from One Hundred and 32d Street, New York city to Fordham.
President, Abraham Dowdney, General Office, 23 Pine Street, N. Y. city.
Ocean Beach & Sheephead Bay, from Gravesend to Sheephead Bay race.
President, W. C. Nicoll, General Office, 53 Pine Street, N. Y. city.
Pelham Park, from Pelham to Marshall's Corners.
President, John B. Miller, General Office, Pelham Manor, N. Y.
Sackett Street, Location not reported.
President, D. D. Conover, General Office, 181 Broadway, N. Y. city.
Sea Breeze Avenue, from Coney Island and B. R. R. to Coney Island Ave. near Creek.
President, G. H. Engeman, General Office, 406 Jay Street, Brooklyn, N. Y.
Southern Boulevard, from Third Avenue and South Boulevard, N. Y. city, to Boston road.
President, R. A. Chesebrough, General Office, 23 Pine St., N. Y. city.

STEAM ROADS NOT IN OPERATION.

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(Continued).

ELEVATED STEAM.

Debt, Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock paid in.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
\$50,000 00			\$15,175 22		
2,500 00			1,657 79		
\$52,500 00			\$16,833 01		

STREET.

\$20,000 00				2.50	
48,800 00			\$48,800 00		
1,400 00			1,284 95		
7,500 00			164 24	1.50	
220 00					
250 00					
		\$1,223 57	1,223 57	64	
10,000 00				6	
500 00			500 00		
5,000 00		39 35	5,089 35		
	\$25,000 00				
2,000 00		2,155 93	4,155 93	1.75	
2,000 00				1	
2,000 00			1,145 29		
1,200 00			1,200 00		
10,000 00			2,999 16		
1,240 00			458 50	1.20	
7,500 00		541 83	1,098 60	1.50	
2,500 00	7,000 00				
1,000 00					
				3 50	

TABLE F—

ROADS NOT IN OPERATION—SURFACE

Statement of Location, etc., Capital Stock, Funded and Floating

NAME OF ROAD—WHERE LOCATED—NAME OF PRESIDENT AND OFFICIAL ADDRESS.

Thirty-fourth St. Ferry & 11th Avenue, Location not reported.....	President, John S. Foster, General Office, 45 William Street, N. Y. city.
Twenty-eighth & 29th Streets, from North River terminal to East River terminal.....	President, John H. Crane, General Office, 190 Temple Court, N. Y. city.
Twenty-third Street District, Location not reported.....	President, Calvin Goddard, General Office, 40 Wall Street, N. Y. city.
Utica Belt Line Street, Location not reported.....	President, C. B. Taft, General Office, 24 Arcade, Utica, N. Y.
Yonkers, Location not reported.....	President, D. N. Stanton, General Office, Yonkers, N. Y.

(Continued)

STREET.

Debt, Cost of Road and Equipment, Miles Projected and Miles Built.

Capital stock paid in.	Funded debt.	Unfunded debt.	Cost of road and equipment.	Miles of road projected.	Miles of road built.
.....
\$982 00	\$5,512 50	\$6,119 38	.....	.....
500 00	500 00	.....	.....
800 00
2,000 00
\$127,292 00	\$32,000 00	\$9,473 18	\$74,473 95	19.59	.. .....

TABLE G.
ABSTRACT OF REPORTS OF RAILROAD COMPANIES.
ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STEAM RAILROADS.

	1885.	1886.		
<i>Capital Stock and Debt.</i>				
Capital stock issued.....	\$651,216,802 65	\$611,804,812 14		
Funded debt	565,621,987 77	560,585,867 83		
Floating debt.....	74,188,832 02	52,381,981 32		
Total stock and debt.....	\$1,291,021,622 44	\$1,224,772,611 29		
<i>Cost of Road and Equipment....</i>	\$1,174,519,045 65	\$1,138,370,470 55		
<i>Earnings from Operation.</i>				
	PASSENGER.	FREIGHT.	PASSENGER.	FREIGHT.
From passenger transportation.....	\$32,887,611 45	\$71,309,828 78	\$35,917,755 07	\$81,761,672 70
From freight transportation.....	2,509,400 76		2,741,145 83	
From mail transportation.....	2,956,418 59		2,924,916 48	
From express transportation.....	782,256 06	1,186,955 98	711,140 99	1,103,636 41
From miscellaneous sources.....				
Gross earnings from operation.....	\$39,136,176 86	\$72,496,784 61	\$42,294,958 37	\$82,865,331 11
Operating expenses.....	25,514,810 65	51,661,015 36	26,672,839 65	32,567,958 66
Net earnings from operation	\$13,621,366 21	\$20,835,769 25	\$15,622,118 72	\$30,277,372 46
<i>Income Account.</i>				
Gross earn'gs from operation, as abv	\$111,632,961 47		\$125,160,289 48	
Less operating expenses	77,175,826 01		79,260,798 30	
Net earnings from operation.....	\$34,457,135 46		\$45,889,491 18	
Add income from other sources...	6,244,808 50		4,449,391 66	
Gross income from all sources.....	\$40,701,943 96		\$50,348,882 84	
<i>Deductions from Gross Income.</i>				
+Interest.....	\$19,612,541 94		\$18,819,094 81	
*Rentals of leased lines.....	10,985,509 63		13,249,284 66	
Taxes.....	4,874,834 55		4,645,676 93	
Miscellaneous	1,522,698 35		1,270,270 46	
Total deduct'ns from grs. income	\$36,995,084 47		\$37,984,326 86	
<i>Net Income from all Sources.</i>	\$3,706,859 49		\$12,364,555 98	

* Used by lessors, as follows (see Table D):

	1885.	1886.
Interest.....	\$5,031,909 98	\$6,854,378 18
Dividends	3,427,453 34	3,481,812 17
Not designated	2,526,146 81	2,918,194 81
Total rentals of leased lines	\$10,985,509 63	\$13,249,284 66
† Total interest as per above table and note.....	\$24,644,451 93	\$25,673,372 99

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STEAM RAILROADS.

	1885.	1886.
<i>Payments from net income.</i>		
Dividends.....	*\$7,028,412 50	\$7,696,864 50
Miscellaneous.....	180,784 70	10,000 00
Total payments from net income....	\$7,209,197 20	\$7,706,864 50
<i>Surplus or Deficit.</i>		
	\$3,502,337 71 Deficit.	\$4,658,191 48 Surplus.
<i>Mileage.</i>		
Miles of road built and operated.....	11,560 57	11,610 36
Miles of additional track.....	3,130 87	3,148 65
Miles of sidings.....	3,837 96	3,940 34
Total miles of track.....	18,529 40	18,699 35
Miles of road built in New York State..	7,311 40	7,342 19
Miles of track in New York State.....	11,970 40	12,035 06
<i>Equipment.</i>		
Locomotives, 8 drivers.....	454	402
Locomotives, 6 drivers.....	709	717
Locomotives, 4 drivers.....	2,674	2,853
Total number of locomotives.....	3,837	3,972
Cars, first-class passenger.....	2,573	2,841
Cars, second-class passenger.....	781	640
Cars, baggage, mail and express.....	1,003	1,005
Total No. of cars for pass'ger traffic..	4,357	4,486
Total No. of cars for freight traffic..	147,120	148,120
<i>Traffic and Mileage Statistics.</i>		
No. of passengers carried "through"....	3,980,398	4,532,750
No. of passengers carried "local".....	69,624,781	76,930,959
Total No. of passengers carried.....	73,555 179	81,463,709
No. of passengers carried one mile.	1,834,586,425	1,839,734,634
<div> <div></div> <div> <div>1885.</div> <div>1886.</div> </div> <div> <div>* Dividends as per above table</div> <div>Portion of rentals leased lines paid in dividends by lessors</div> <div>as per note on page</div> </div> </div>		
	\$7,028,412 50	\$7,696,864 50
	3,427,453 34	3,481,812 17
	\$10,455,865 84	\$11,178,176 67

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STEAM RAILROADS.

	1885.	1886.
<i>Traffic and Mileage Statistics (Continued).</i>		
No. of tons of freight carried "through".....	85,816,675	88,491,208
No. of tons of freight carried "local"....	87,677,788	44,954,108
Total No. of tons of freight carried.....	72,994,408	88,445,311
No. of tons of freight carried one mile....	9,902,683,295	10,640,849,655
Passenger train mileage.....	34,824,280	35,492,991
Freight train mileage.....	52,770,669	53,623,948
All other train mileage.....	19,562,490	22,143,483
Total train mileage.....	107,157,389	111,260,422
<i>Per passenger per mile:</i>		
Passenger earnings (cents).....	2.18	2.81
Passenger expenses (cents).....	1.89	1.46
Passenger profit (cents).....	0.74	0.85
<i>Per passenger train mile:</i>		
Passenger earnings.....	\$1 12	\$1 19
Passenger expenses.....	78	75
Passenger profit.....	39	44
<i>Per ton of freight per mile:</i>		
Freight earnings (cents).....	0.7321	0.7787
Freight expenses (cents).....	0.5217	0.4942
Freight profit (cents).....	0.2104	0.2845
<i>Per freight train mile:</i>		
Freight earnings.....	\$1 87	\$1 55
Freight expenses.....	98	98
Freight profit.....	89	57
<i>Per mile of road operated:</i>		
Passenger earnings.....	\$3,385 31	\$3,642 95
Passenger expenses.....	2,207 06	2,297 33
Passenger profit.....	1,178 25	1,345 62
Freight earnings.....	6,271 04	7,137 19
Freight expenses.....	4,468 72	4,529 40
Freight profit.....	1,802 32	2,607 79
Gross earnings from operation.....	9,656 85	10,780 05
Operating expenses.....	6,675 78	6,826 73
Net earnings from operation.....	2,980 57	3,953 32
Cost of maintenance of way and structures.....	1,278 78	1,383 65
Cost of maintenance of equipment.....	1,045 79	1,162 41
Cost of conducting transportation.....	3,438 55	3,434 40
Cost of general expenses.....	912 71	846 27
Average number of employees.....	7.63	7.74
Average number of passengers per train.....	58	52
Average miles each passenger was hauled.....	24.94	22.47
Average number of tons of freight per train.....	187.65	198.43

TABLE G—(Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STEAM RAILROADS.

	1885.	1886.
<i>Traffic and Mileage Statistics—(Continued).</i>		
Average miles each ton was hauled	135.69	127.52
Average number of employees during year	88,196	89,873
Number of passengers carried for each one killed (excluding elevated roads)	5,658,090	2,382,124
*Percentage of net income to capital stock	01.09	03.60
Percentage of dividends declared to capital stock	01.60	01.88
Percentage of gross income to cost of road and equipment	03.46	04.42
Percentage of operating expenses to gross earnings from operation	69.18	63.33
Percentage of passenger expenses to passenger earnings	65.19	63.06
Percentage of freight expenses to freight earnings	71.26	63.46

* As the cost of road and equipment, capital stock and debt of lessor companies are included with operating companies under those heads respectively, the income of such lessor companies is also included in any computations based on those accounts, therefore the percentage of net income to capital stock is computed on the following basis:

	1885.	1886.
Net income, as shown on page 54	\$3,706,550 49	\$12,304,555 98
Add portion of rentals used by lessors for dividends, as shown in note on page 54, (dividends not being a fixed charge)	3,427,453 34	3,481,812 17
Total net income of lessor and operating companies..	<u>\$7,134,003 83</u>	<u>\$15,846,368 15</u>

TABLE G - (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

ELEVATED STEAM RAILROADS.

NOTE.—The year 1886 includes the doings of the New York city system 32.39 miles, the Brooklyn Elevated 6.75 miles, and the Coney Island Elevated and its successor the Sea View Elevated 1 mile. Total, 40 14 miles.

The year 1885 includes only the New York city system 32.39 miles and the Coney Island Elevated 1 mile. Total, 33 39 miles.

The Suburban Rapid Transit Railroad Company, having completed but 0.96 miles of its road and which was not opened for business till May 17, 1886, the statistics, etc., contained in its report and shown on the respective tables are not included in this table.

	1885.	1886.
<i>Capital Stock and Debt.</i>		
Capital stock issued.....	*\$37,084,095 00	*\$42,528,200 00
Funded debt.....	23,477,835 00	29,095,000 00
Floating debt.....	3,715,526 20	2,656,092 32
Total stock and debt.....	\$64,277,456 20	\$74,279,292 32
<i>Cost of Road and Equipment</i>	\$35,920,287 79	\$46,613,949 40
<i>Earnings from Operation.</i>		
From passenger transportation.....	\$6,796,568 58	\$7,855,466 12
From mail transportation	5,000 00	5,000 00
From miscellaneous sources.....	6,000 00	20,047 29
Gross earnings from operation.....	\$6,807,568 58	\$7,880,513 41
Operating expenses.....	3,627,805 92	4,238,146 67
<i>Net Earnings from Operation</i>	\$3,179,762 66	\$3,642,366 74
<i>Income Account.</i>		
Net earnings from operation, as above...	\$3,179,762 66	\$3,642,366 74
Income from other sources	204,020 15	73,805 96
<i>Gross Income from all Sources</i>	\$3,383,782 81	\$3,716,172 70
<i>Deductions from Gross Income.</i>		
Interest	\$1,448,634 09	\$1,739,191 18
Rentals of leased lines	20,000 00	20,000 00
Taxes.....	350,015 76	386,417 49
Total deductions from gross income..	\$1,818,649 85	\$2,145,608 67
<i>Net Income from all Sources</i>	\$1,565,132 96	\$1,570,564 03
<i>Payments from Net Income.</i>		
Dividends	†\$1,560,000 00	†\$1,560,000 00
<i>Surplus</i>	\$5,132 96	\$10,564 03

* This large amount is occasioned by the process of exchanging the stock of the Manhattan, Metropolitan and New York companies for the consolidated stock of the Manhattan company, under the consolidation agreement of August 1, 1884. When completed the total capital stock will be \$28,000,000. See reports of the companies in this volume.—*Railroad Commissioners.*

† Six per cent on \$28,000,000 Manhattan Consolidated stock.

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

ELEVATED STEAM RAILROADS.

	1885.	1886.
<i>Mileage.</i>		
Miles of main line and branches	33.39	40.14
Miles of additional track	39.42	47.32
Miles of sidings.....	10.93	13.31
Total miles of track	83.74	100.77
<i>Equipment.</i>		
Locomotives.....	245	303
Cars, first-class passenger	703	867
Cars, service	27	29
<i>Miscellaneous Statistics.</i>		
Miles run by trains	6,375,319	7,535,854
Number of passengers carried	103,758,571	125,458,888
<i>Per passenger carried:</i>		
Gross earnings from operation (cents).....	6.56	6.28
Operating expenses (cents)	3.50	3.88
Net earnings from operation (cents) ..	3.06	2.90
<i>Per mile of road operated:</i>		
Gross earnings from operation	\$203,880 46	\$196,325, 69
Operating expenses	108,649 47	105,584, 12
Net earnings from operation ..	95,230 99	90,741, 57
Cost of maintenance of way and structures.....	8,501 29	8,395, 45
Cost of maintenance of equipment ..	12,548 80	11,316, 11
Cost of conducting transportation...	75,173 20	74,614, 84
Cost of general expenses	12,426 18	11,257, 72
Average number of employees during year.....	4,209	4,541
*Percentage of net income to capital stock.....	05.99	03.69
*Percentage of dividends declared to capital stock.....	05.97	03.67
Percentage of gross income to cost of road and equipment	09.42	07.97
Percentage of operating expenses to gross earnings from operation	53.29	53.78

*These computations are made on the following basis:

	1885.	1886.
Manhattan Elevated (Consolidated) stock	\$26,000,000 00	\$26,000,000 00
† Coney Island Elevated stock	116,500 00	.....
Brooklyn Elevated stock .....	.....	5,000,000 00
	<u>\$26,116,500 00</u>	<u>\$31,000,000 00</u>

† Reorganized in 1886 as Sea View R. R. Co., which reports no stock issued.

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STREET RAILROADS.

	1885	1886.
<i>Capital Stock and Debt.</i>		
*Capital stock issued.....	\$29,450,443 99	\$29,457,323 99
*Funded debt	24,647,600 00	25,598,250 67
Floating debt.....	3,046,857 79	4,479,719 86
Total stock and debt	\$57,144,901 78	\$59,535,294 52
*Cost of Road and Equipment	\$54,450,604 25	\$56,905,845 79
<i>Earnings from Operation.</i>		
From passenger transportation.....	\$16,481,013 74	\$17,801,464 18
From miscellaneous sources	81,351 96	31,670 01
Gross earnings from operation.....	\$16,562,365 70	\$17,833,134 19
Operating expenses.....	11,795,751 12	13,590,855 08
Net earnings from operation	\$4,766,614 58	\$4,242,279 11
<i>Income Account.</i>		
Net earnings from operation as above ..	\$4,766,614 58	\$4,242,279 11
Income from other sources	436,700 84	424,246 89
Gross Income from all Sources	\$5,203,315 42	\$4,666,526 00
<i>Deductions from Gross Income.</i>		
Interest	\$1,465,459 06	\$1,594,686 57
† Rentals of leased lines	88,216 00	306,430 28
Taxes.....	692,536 60	774,876 07
Miscellaneous.....	66,775 16	52,984 32
Total deductions from gross income.	\$2,312,986 82	\$2,728,927 24
*Broadway Surface Railroad Company of New York City included in 1885 but not in 1886. For comparison there should be added to 1886 the following figures of that company, as reported by it in 1885: Capital stock, \$1,000,000; funded debt, \$2,500,000; cost of road and equipment, \$3,452,000.		
†Used by lessors as follows (see Table D):		
Interest.....	1885. \$49,162 50	1886. \$162,971 56
Dividends	36,024 00	32,330 00
Not designated.....	3,029 50	111,123 72
	\$88,216 00	\$306,430 28
Total interest as per above table and note.....	\$1,514,621 56	\$1,757,658 13
Total dividends as per above table and note.....	2,308,005 00	1,908,545 50

TABLE G — (Continued).

ABSTRACT OF REPORTS OF RAILROAD COMPANIES.

ROADS IN OPERATION.

Comparative Statement for Years ending September 30, 1885 and 1886.

SURFACE STREET RAILROADS.

	1885.	1886.
<i>Net Income from all Sources.</i>	\$2,890,328 60	\$1,987,598 76
<i>Payments from Net Income.</i>		
Dividends	\$2,271,981 00	\$1,876,215 50
Miscellaneous	171,148 91	33,653 66
Total payments from net income....	\$2,443,129 91	\$1,909,869 16
<i>Surplus</i>	\$447,198 69	\$27,729 60
<i>Mileage.</i>		
Miles of road built and operated.....	498.20	513.48
Miles of additional track and sidings....	342.78	342.59
Total miles of track.....	835.98	856.07
<i>Equipment.</i>		
Horses.....	26,548	26,831
Cars, dummy, with engines.....	2	1
Cars, passenger.....	4,903	5,289
<i>Miscellaneous Statistics.</i>		
Number of passengers carried.	327,725,714	355,253,399
<i>Per passenger carried:</i>		
Gross earnings from operation (cents)	5.05	5.02
Operating expenses (cents).....	3.60	3.83
Net earnings from operation (cents)..	1.45	1.19
<i>Per mile of road operated:</i>		
Gross earnings from operation.....	\$23,581 43	\$34,729 95
Operating expenses.....	23,916 77	26,468 13
Net earnings from operation.....	9,664 66	8,261 82
*Percentage of net income to capital stock.	09.93	06.36
*Percentage of dividends declared to capital stock.....	07.83	06.16
*Percentage of gross income to cost of road and equipment.....	09.56	07.73
Percentage of operating expenses to gross earnings from operation.....	71.22	76.21
Average number of employees during year.	12,150	13,022

* For comparison the figures of the Broadway Surface R. R. Co., of New York city, are included in these computations for 1886, as they were in 1885.

TABLE H.

List of Railroad Companies from which no reports have been received for the year ending September 30, 1886.

ROADS NOT BUILT.

STEAM ROADS — SURFACE.

NAME.	Date of charter.	Remarks.
Attica and Arcade	Feb. 28, 1870	Corporate existence renewed by chap. 577, Laws of 1880. See R. R. Comm'r's report, 1883.
Boston, New York and Western	June 21, 1880	Never made a report.
Branchport and Penn Yan	Nov. 17, 1883	Never made a report.
Brighton (No. 1)	Jan. 28, 1880	Last report made was for year 1883.
Brighton Beach	Aug. 20, 1879	Last report made was for year 1879.
Broadway Central Underground	June 9, 1880	Last report made was for year 1882.
Brooklyn, Coney Island and Rockaway	Nov. 28, 1877	Nothing ever done under the charter. See R. R. Comm'r's Report, 1883
Brooklyn Bridge and South Shore	March 8, 1886	
Brooklyn and Coney Island Central	Oct. 8, 1876	Last report made was for year 1885.
Brooklyn, Flatbush and Rockaway, B'ch	Nov. 9, 1878	Last report made was for year 1880.
Brooklyn, Ft. Hamilton and Coney I'd.	March 9, 1881	Last report made was for year 1882.
Brooklyn and Long Island City	Dec. 31, 1879	Last report made was for year 1881.
Brooklyn and Long Island Trunk Line	March 31, 1883	Last report made was for year 1884.
Brooklyn, Rockaway and Coney Island	Jan. 13, 1881	Last report made was for year 1883.
Buffalo, Aurora and South Eastern	Dec. 29, 1881	Never made a report.
Brooklyn Steam Transit	June 2, 1871	Last report made was for year 1845.
Buffalo, Cayuga Valley and Pine Creek	June 21, 1882	Last report made was for year 1883.
Buffalo and Geneva	Jan. 19, 1886	
Buffalo Harbor	Nov. 28, 1883	Last report made was for year 1885.
Canton and Waddington	March 13, 1884	Never made a report.
Central Saratoga	Oct. 23, 1877	Last report made was for year 1885.
Concourse	March 2, 1880	Last report made was for year 1882.
East Buffalo Terminal	Feb. 13, 1883	Never made a report.
Eastern of Long Island	Dec. 27, 1878	Last report made was for year 1884.
Erie, Rochester and Lake Ontario Term	June 2, 1884	Never made a report.
Far Rockaway Beach	Feb. 17, 1881	Last report made was for year 1883. No construction owing to litigation.
Fort Hamilton and Coney Island	Aug. 2, 1881	Never made a report.
Genesee Falls	May 25, 1886	
Highland Junction	Aug. 8, 1881	Last report made was for year 1885.
Highland Trans-Hudson	Feb. 23, 1881	Last report made was for year 1884.
Hudson Tunnel	March 30, 1881	Last report made was for year 1884.
Hudson Suspension Bridge and N. Eng.	April 27, 1868	Last report made was for year 1885.
Kanonsa & Plattsburgh	April 2, 1886	
Kings County Central	Sept. 14, 1876	Last report made was for year 1879.
Little Falls, Doileville and Pisco Lake	Feb. 7, 1883	Abandoned. See R. R. Comm'r's report, 1884.
Madison Avenue Underground	June 9, 1880	Last report made was for year 1882.
Malone and Canada	June 1, 1883	Reported in 1883 that nothing had been done.
Manhattan Beach Extension	Dec. 16, 1882	Last report made was for year 1884.
Marginal	June 19, 1877	Last report made was for year 1883.
Massena Springs and Fort Covington	Sept. 12, 1884	Never made a report.
Midwaunt, Amersfort and Coney Island	June 29, 1877	Last report made was for year 1880.
Myrtle Avenue Branch	March 22, 1881	Last report made was for year 1884.
New York and Atlantic	Aug. 23, 1880	Last report made was for year 1884.
New Jersey and New York Extension	June 2, 1886	
New York and East River	Dec. 16, 1881	Last report made was for year 1885.
New York, Fortham and Broux	Nov. 30, 1883	Last report made was for year 1883.
New York, Greenwood and Coney I'd.	Aug. 15, 1879	Last report made was for year 1885.
New York Tunnel	June 28, 1880	Last report made was for year 1885.
Northern Adirondack Extension	Feb. 17, 1886	
Northern of Long Island	March 23, 1881	Last report made was for year 1885.
New York Northern	June 25, 1883	Never made a report.
New York, Rockaway and Long Island	Feb. 20, 1880	Last report made was for year 1884.
New York, Sea Beach and Coney Island	Sept. 5, 1878	Never made a report.
Oak Hill Iron	May 21, 1880	Last report made was for year 1882.
Outka Valley	March 20, 1883	Last report made was for year 1885.
Ottawa, St. Lawrence and Schenectady	Feb. 10, 1885	Never made a report.
Ottawa, Waddington and New York		
Railway and Bridge Co.	Jan. 2, 1884	Never made a report.
Pelham and Port Chester	Jan. 18, 1872	Said to have been sold for \$500. See Railroad Comm'r's report, 1883.
Perth Amboy	May 5, 1885	Never made a report.
Prospect Park and Sea Side	July 17, 1879	Last report made was for year 1880.
Poughkeepsie and South Eastern	Sept. 1, 1886	
Rochester, Hornellsville and Lack	June 9, 1886	
Rochester Terminal	June 22, 1886	
Rockaway Beach Transit	May 11, 1881	Last report made was for year 1885.
Richfield Springs and Cherry Valley	Oct. 8, 1881	Never made a report.
Rochester, Lake Side and Braddock Bay	July 11, 1881	Last report made was for year 1884.
Rochester, and Southern	May 11, 1881	Last report made was for year 1884.
Rochester and Windsor Beach	June 4, 1881	Never made a report.
Rock v Beach and Far Rock'y Marine	Aug. 27, 1879	President writes to Railroad Commissioners
Rockaway Surf	May 17, 1880	that nothing is being done.

TABLE H—(Continued).

ROADS NOT BUILT.

STEAM ROADS—SURFACE.

NAME	Date of charter.	Remarks.
Rockaway Electric.....	Dec. 27, 1884	Never made a report.
Rome and Boonville.....	Oct. 13, 1882	Last report made was for year 1884.
Saratoga and St. Lawrence.....	Aug. 17, 1885	Never made a report.
Sheepshead Bay and Coney Island.....	June 2, 1877	Last report made was for year 1883. Unable to obtain right of way.
Squaw Island.....	Feb. 20, 1884	Last report made was for year 1884.
South Ferry and Sea Side Direct Transit	Aug. 13, 1881	Last report made was for year 1885.
Staten Island North and South Shore...	July 5, 1881	Last report made was for year 1883.
State Line and Stony Point.....	March 6, 1886	
Syracuse and Baldwinsville.....	June 2, 1886	
Syracuse and South Bay.....	July 10, 1886	
Staten Island Terminal.....	Feb. 13, 1885	Never made a report.
Syracuse and Ontario.....	Nov. 23, 1881	Never made a report.
Syracuse, Phoenix and Ontario.....	Jan. 8, 1883	Never made a report.
Terminal Underground.....	March 26, 1886	
Tonawanda, Genesee Val. and Pine Cr'k	Dec. 2, 1881	Last report made was for year 1883.
Tunnel Extension.....	June 7, 1882	Last report made was for year 1884.
United States and Canada.....	May 26, 1883	Never made a report.
Warren, Sugar Grove and Mayville.....	March 21, 1885	Never made a report.
Wellsville and Fillmore.....	Nov. 23, 1881	Never made a report.
Wellsville, Honeoye and Ceres.....	March 3, 1882	Never made a report.
West Shore and International Bridge...	May 23, 1882	Last report made was for year 1882.
Westfield and Chautauqua.....	July 8, 1886	

STEAM ROADS—ELEVATED.

Brooklyn Elevated Construction Co.....	May 23, 1882	Last report made was for year 1883.
Central.....	March 6, 1886	
High Bridge Elevated.....	May 23, 1883	Sold by sheriff. See R. R. Comm'r's report 1883.
Long Island.....	June 5, 1886	
N. Y. Suburban.....	Feb. 1, 1886	
Ocean Palace.....	Dec. 15, 1876	Last report made was for year 1880.
Rockaway.....		
Sea Side.....	May 22, 1880	Never made a report.
Union.....	June 14, 1886	

STREET ROADS—HORSE OR CABLE.

Bridge Tunnel.....	March 17, 1886	
Bowery Bay and Hunters Point.....	Oct. 22, 1881	Never made a report.
Broadway and Lexington Avenue.....		Last report made was for year 1884.
Brooklyn and Jersey City Ferry.....	July 24, 1884	Never made a report.
Brooklyn Cable.....	March 21, 1883	Last report made was to September 30, 1883.
Brooklyn Bridge and South Shore.....	March 8, 1886	
Brooklyn Heights Cable.....	March 19, 1886	
Brook Avenue.....		Last report made was for year 1885.
Broome and Delancey Street Crosstown	Jan. 16, 1886	
Broome, Delancey and Spring Street.....	Sept. 8, 1885	Never made a report.
Burnet Street-Car ..	July 7, 1886	
Canandaigua.....	May 4, 1886	
Chambers and Grand Street.....		Last report made was for year 1883
Chambers Street Crosstown.....	Dec. 2, 1879	Never made a report.
Chambers Street.....	June 12, 1884	Never made a report.
Catakill City.....	May 20, 1885	Last report made was for year 1885.
Citizens'.....	Oct. 19, 1885	
Citizens' Street R. R. Co. of Rochester..	May 16, 1885	Never made a report.
Coney Island Transit Co.....	March 9, 1880	Last report made was for year 1880.
Corning and Painted Post.....	June 28, 1886	
East Chester.....	May 29, 1886	
East and North River.....	June 14, 1884	Last report made was for year 1884.
East River and Newtown.....	March 9, 1885	Never made a report.
Ferry Crosstown.....	Jan. 16, 1885	Never made a report.
Forty-Second Street Crosstown.....	June 5, 1877	Last report made was for year 1884.
Fifty-ninth Street.....	Dec. 20, 1884	Never made a report.
Fifth Avenue Railway.....	Sept. 8, 1885	Last report made was for year 1885.
Fifty-Second Street, Fifty-Third Street		
and Eastern Boulevard.....	Jan. 11, 1886	
Fishkill and Matteawan.....	Feb. 24, 1886	
Flushing and College Point.....	July 28, 1886	
Fulton and Cortland Street Ferry.....	Sept. 5, 1884	Never made a report.
Geddes.....	March 13, 1886	
Glens Falls, Sandy Hill and Ft. Edward	May 29, 1885	Never made a report.
Greenpoint, Prospect Park & Greenw'd.	April 24, 1886	Last report made was for year 1884.
Harlem and Riverside Park.....	Aug. 15, 1886	Never made a report.
Harlem Crosstown.....	Oct. 9, 1886	
Houston and Hoboken.....	Oct. 17, 1886	
Ithaca Street.....	Nov. 18, 1884	Never made a report.
Jamestown Short-Line.....	May 25, 1886	
Kingsbridge Cable.....	March 15, 1886	
Laurel Hill, New Calvary & Lu. Cem'try	March 20, 1885	Never made a report.
Lexington Avenue and Fourteenth St...	Aug. 4, 1884	Last report made was for year 1884.
Lexington Avenue and South Ferry.....	March 30, 1886	
Metropolitan Surface.....	Oct. 27, 1885	
Metropolitan Surface.....	Jan. 22, 1886	

TABLE H—(Continued).

ROADS NOT BUILT.

STREET, ROADS—HORSE OR CABLE.

NAME.	Date of charter.	Remarks.
Montague Street.....	Oct. 3, 1885	
Morris Avenue.....	Aug. 12, 1885	Last report made was for year 1885.
Mount Vernon and East Chester.....	Aug. 1, 1882	Never made a report.
Newburgh.....	Jan. 16, 1886	Last report made was for year 1882.
Newburgh Street.....	Aug. 18, 1885	
New Rochelle.....	Aug. 22, 1885	Never made a report.
New Rochelle and Pelham.....	June 21, 1878	Never made a report.
New York, Brooklyn and Sea Beach.....	April 22, 1884	Nothing done. See R. R. Comm'r's report, 1883.
New York Cable.....	May 31, 1884	Never made a report.
New York City.....	Feb. 1, 1886	Last report made was for year 1884.
New York Surface.....	Sept. 8, 1885	
One Hundred and Sixteenth Street and Fort Lee Ferry.....	Aug. 31, 1886	Never made a report.
Oyster Bay Extension.....	Nov. 17, 1885	
People's Surface.....	Jan. 28, 1878	Last report made was for year 1879. Lease of right of way assigned to Kings Co. Cent. R. R. Co.
Prospect Park and Clarkson Street.....	Sept. 23, 1886	Never made a report.
Riker Avenue and Sanford's Point.....	Nov. 22, 1882	
Rockland Lake and Valley Cottage.....	Dec. 22, 1885	
Rome City Street.....	March 22, 1886	
Salina and Oakwood.....	Feb. 25, 1886	
Schenectady Street.....	Aug. 24, 1886	
Sea Beach and Sheepshead Bay.....	Jan. 29, 1886	
Seneca Falls, Rostraver and Cayuga Lake.....	March 12, 1886	
Seventh Ward.....	Oct. 26, 1885	
St. Nicholas Avenue and Croustown.....	July 2, 1879	Never made a report.
South Brooklyn.....	Sept. 29, 1886	
South Brooklyn and Flatbush.....	Sept. 29, 1886	
South Brooklyn Street.....	Aug. 25, 1879	
Speer Quick Transit Co (Cable).....	Aug. 6, 1885	Last report made was for year 1882.
Thirty-first Street.....	May 16, 1884	Never made a report.
Thirty-eight and Thirty-ninth Street.....	July 28, 1885	Never made a report.
Thirty-fourth Street.....	Feb. 26, 1886	Last report made was for year 1885.
Third Ward.....	June 19, 1884	
Union of Brooklyn.....	June 25, 1885	Never made a report.
Union Passenger R'y and Transfer Co.....	July 8, 1886	Never made a report.
Westfield and Chautauqua.....	May 15, 1886	
Woodlawn and Butternut.....	Feb. 2, 1886	
Yonkers Street.....		

Roads partially or wholly built but which have been partially or wholly absorbed by other companies or whose operation has been suspended for various reasons.

STEAM ROADS—SURFACE.

Nanuet and New City.....	May 23, 1871	State Engineer's report, 1879, says it is a part of New Jersey and New York R. R., and that company in R. R. Comm'r's report, 1883, say they own Nanuet and New City R. R.
Newburgh and New York.....	Feb. 10, 1865	State Engineer's report, 1868, says, not constructed, but leased to Erie Ry. Co., and no report has since been made.
New York and Brighton Beach.....	Dec. 18, 1878	Has not been operated for many years; recently sold to satisfy creditors.
		In R. R. Comm'r's report, 1893, vol. 2, page 488, a letter from E. B. Hinsdale says: "The Newtown and Flushing has not been operated for seven years and there is nobody to represent it. The N. Y. and Rockaway is operated by Long Island R. R. Co., under lease, lessee paying interest on the bonds. Its corporate existence is much like that of Newtown and Flushing and nobody to report any thing. Flushing, N. Shore and Central does not own or operate a mile of road; wiped out by foreclosure and part of it abandoned. Southern Hempstead Branch has been foreclosed and is idle."
Newtown and Flushing.....	March 8, 1871	
New York and Rockaway.....	Dec. 30, 1870	
Flushing, N. Shore and Central.....	Aug. 1, 1874	
Southern Hempstead Branch.....	July 1, 1875	

TABLE I.

*Statement of accidents on Surface Street Roads for the year ending
September 30, 1886.*

NAME OF ROAD.	PASSENGERS		EMPLOYEES		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany.....	...	2	...	...	...	...	...	2
Atlantic Avenue.....	...	9	1	6	...	...	1	17
Broadway, of Brooklyn.....	...	3	...	...	...	3	...	3
Broadway and Seventh Avenue.....	1	2	...	1	2	...	3	3
Brooklyn, Bushwick and Queens Co.....	...	2	...	...	...	...	...	2
Brooklyn City.....	...	8	...	1	4	5	4	14
Brooklyn City and Newtown.....	...	2	...	...	...	2	...	4
Brooklyn Crosstown.....	...	3	...	...	1	2	1	5
Buffalo Street.....	...	3	...	...	2	1	2	4
Buffalo East-side.....	...	1	...	...	1	...	1	1
Bushwick.....	...	6	...	...	...	1	...	7
Central City (Syracuse).....	...	1	...	...	...	...	...	1
Central Crosstown (New York City).....	...	2	...	...	...	2	...	4
Central Park, North and East River.....	1	9	...	...	...	1	1	10
Christopher and Tenth Street.....	...	1	...	...	...	4	...	5
Coney Island and Brooklyn.....	...	2	...	1	...	2	...	5
Cortland and Homer.....	...	1	...	...	...	...	...	1
Dry Dock, East Broadway and Battery.....	...	10	...	...	2	6	2	10
Dunkirk and Fredonia.....	1	...	1
Eighth Avenue.....	...	8	...	...	...	2	...	10
Forty-second Street and Grand St. Ferry.....	...	4	1	...	...	...	1	4
Forty-second St., Man. & St. Nich. Ave.....	...	2	...	1	1	1	1	4
Frankfort and Ilion.....	...	1	...	...	...	...	...	1
Grand Street and Newtown.....	...	3	...	...	...	...	...	3
Grand St., Prospect Park and Flatbush.....	1	...	...	...	...	...	1	...
Harlem Bridge, Morrisania and Fordham.....	...	1	1	...	...	2	1	3
Houston, West St. and Pavonia Ferry.....	4	1	4	1
New Williamsburgh and Flatbush.....	...	2	...	...	...	...	...	2
New York and Harlem.....	...	4	...	...	2	2	2	6
Niagara Falls and Suspension Bridge.....	...	4	...	...	...	...	...	4
Ninth Avenue.....	1	5	...	...	1	3	2	8
Prospect Park and Coney Island.....	...	1	...	1	1	1	1	3
Prospect Park & Coney Island (City Div).....	...	5	...	...	...	...	...	7
Rochester City and Brighton.....	...	5	...	...	...	1	...	6
Second Avenue.....	...	6	...	...	2	3	2	9
Sixth Avenue.....	...	4	1	...	...	8	1	12
South Brooklyn Central.....	...	1	...	...	...	3	...	4
South Ferry.....	2	...	2
Steinway and Hunters Point.....	...	2	...	...	...	2	...	4
Third Avenue.....	2	8	...	...	...	...	2	3
Troy and Lansingburgh.....	...	2	...	...	1	3	1	5
Twenty-third Street.....	...	2	...	...	1	5	1	7
Washington Street and State Asylum.....	1	18	...	...	...	...	1	18
Watervliet.....	...	1	...	...	...	...	...	1
	7	146	4	11	25	73	36	220

REPORTS

OF

SURFACE STEAM RAILROAD COMPANIES.

ADDISON AND NORTHERN PENNSYLVANIA.

(Date of charter, June 19, 1882.)

For history of organization, see Report of 1885.

On April 12, 1886, Thomas C. Platt was appointed Receiver in the foreclosure action pending in the Supreme Court for Steuben county, entitled Andrew H. Green and George R. Sheldon, trustees, plaintiffs, against the Addison and Northern Pennsylvania Ry. Co. and others, defendants. He took possession at once and has since operated the road.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	6,000	\$600,000
Issued for actual cash	114	\$11,400
Issued on account of construction and equipment	5,000	500,000
Total now outstanding	5,114	\$511,400

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
			p.c.				
First m'tgage bds..	Feb. 1, 1883	30	6	Feb. & Aug..	\$600,000	{ *\$400,000 14,000 ‡24,000 ‡37,050	\$12,767 67
Scorp	Feb. 1, 1885	5	6	Feb. & Aug..	87,050		
Total					\$687,050		

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Land damages and right of way	\$3,343 38	.....
EQUIPMENT.		
Freight and other cars	1,878 64	.....
Grand total cost of road and equipment	\$4,722 02	\$8961,116 18

* Issued direct to contractors for construction and equipment.

† On real estate account.

‡ Funded coupons.

§ Road and equipment constructed and furnished under contract; no details; final settlement made with contractors included in total.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Cost of sundry adjustments of right of way and additions thereto during year	\$3,843 88
Flat cars.....	1,878 64
Total.....	\$4,722 02

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$90,652 46
Less operating expenses (excluding all taxes).....	61,637 06
Gross income from all sources.....	\$28,815 40
<i>Deductions from income as follows, vis.:</i>	
Interest on funded debt due and accrued.....	\$7,985 05
Taxes on property used in operation of road.....	389 00
Taxes on earnings and capital stock.....	850 94
Interest and discount.....	5,328 67
	14,008 66
Surplus for year ending September 30, 1886.....	\$14,811 74

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$14,811 74
Deficit up to September 30, 1885.....	16,971 90
	\$2,160 16
Added to profit and loss for cancellation of entries, interest account, etc...	10,053 33
Total surplus, September 30, 1886.....	\$7,593 17

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$38,743 68		
Freight, local.....	16,604 44		
		\$55,348 12	\$55,348 12
Passengers, through.....	\$1,651 51		
Passengers, local.....	16,530 16		
	\$18,181 67		18,181 67
Mail.....	2,918 41		2,918 41
Express.....	1,410 08		1,410 06
<i>Miscellaneous, as follows, vis.:</i>			
Miscellaneous.....	\$16 00		
Revenue account.....	12,778 18		
		12,794 18	12,794 18
Total gross earnings.....	\$22,510 16	\$68,142 30	\$90,652 46

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$715 84	\$4,110 82	\$4,826 16
Steel rails laid, 175 tons, cost, \$4,825.....	2,047 50	4,777 50	6,825 00
Repairs of road-bed.....	2,027 92	5,864 25	7,892 17
Repairs of bridges (including culverts and cattle-guards).....	381 52	808 67	1,185 19
Repairs of stations, shops, docks, etc.....	22 00	260 75	282 75
Repairs of fences.....	92 81	102 19	195 00
Other expenses for maintenance of way and structures.....	25 00	365 18	390 18
Total.....	\$5,812 09	\$16,284 86	\$21,596 45

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$715 32	\$1,420 81	\$2,136 13
Repairs of cars	485 00	1,868 37	2,353 37
Repairs of machinery and tools	62 34	118 42	180 76
Other expenses for maintenance of equipment	609 68	309 98	919 61
Total	\$1,872 29	\$3,717 58	\$5,589 87
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,140 62	\$4,476 81	\$6,617 43
Wages of engineers and firemen	1,415 46	3,802 88	5,217 34
Fuel for locomotives	736 00	2,245 71	3,081 71
Oil and waste	135 26	813 04	448 30
Water supply	26 15	108 42	134 57
Other train supplies or expenses	100 00	225 00	325 00
Wages of station agents and clerks	1,432 41	3,116 24	4,548 65
Wages for labor at stations	555 19	1,867 23	2,422 42
Station supplies	214 72	384 92	599 64
Wages of watchmen, flagmen and switchmen,	104 95	565 81	670 76
Operating hoisting apparatus		4,200 00	4,200 00
Other expenses for conducting transportation	120 72	548 63	669 55
Total	\$7,081 48	\$21,854 89	\$28,885 87
<i>General expenses :</i>			
Salaries of general officers and clerks	\$1,050 44	\$2,486 74	\$3,537 18
General office expenses and supplies	182 94	813 35	496 29
Stationery and printing	75 00	144 72	219 72
Outside agencies and advertising	22 12	12 82	34 94
Legal expenses	100 00	275 00	375 00
Loss and damage of freight and baggage		118 21	118 21
Damage to cattle and property		74 00	74 00
Telegraph maintenance and operation	191 72	297 81	489 53
Other general expenses	175 00	250 00	425 00
Total	\$1,797 22	\$3,967 65	\$5,764 87
Grand total operating expenses	\$16,018 08	\$45,828 98	\$61,887 06

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$961,116 18
<i>Other permanent investments, as follows, viz.:</i>	
Stock and bonds of this and other companies	401,300 00
Funded coupons	37,050 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	6,246 16
Due by companies, account traffic	17,056 39
Due by agents	7,857 90
Open accounts	51,875 61
Total	\$1,482,002 24

LIABILITIES.

Capital stock	\$600,000 00
Funded debt	637,050 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	13,085 45
Audited vouchers and pay-rolls	9,621 18
Open accounts	8,227 45
Loans and bills payable	206,174 99
Profit and loss (surplus)	7,893 17
Total	\$1,482,002 24

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	2,779	48,029	50,808
Number of passengers carried one mile.....	63,625	542,431	606,056
Number of tons of freight carried.....	52,632	10,786	63,409
Number of tons of freight carried one mile.....	2,090,830	318,011	2,408,841
Passenger train mileage.....	.....	.....	45,992
Freight train mileage.....	.....	.....	82,620
Total train mileage.....	.....	.....	128,612

*ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$22,510 16	\$16,013 08	\$6,497 08
Average per passenger carried.....	35.7	31.5	04.2
Average per passenger per mile.....	03	02.6	00.4
Average per passenger train per mile.....	81	70.4	10.6
Freight earnings and expenses (including miscellaneous earnings).....	68,142 30	45,823 98	22,318 32
Average per ton of freight carried.....	87.33	72.33	15
Average per ton of freight per mile.....	20 32	19 60	72
Average per freight train per mile.....	14 63	14 11	52

ITEM.	Through.	Local.
Computed on earnings from carrying passengers and freight only.		
Average rate received per mile for carrying passengers, all classes.....	Cents. 8	Cents. 8
Average rate received per mile per ton for carrying freight, all classes.....	†.70	†1.00

* Should be as follows — R. R. Commissioners.

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$22,510 16	\$16,013 08	\$6,497 08
Average per passenger carried.....	44	31	13
Average per passenger per mile.....	03.71	02.64	01.07
Average per passenger train per mile.....	49	35	14
Freight earnings and expenses (including miscellaneous earnings).....	68,142 30	45,823 98	22,318 32
Average per ton of freight carried.....	1 07	72	35
Average per ton of freight per mile.....	02.83	01.90	00.93
Average per freight train per mile.....	83	55	17

† Should be 2.30 cents. — R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES ALL OWNED.	
	In N. Y. State.	Entire length.
Main line from Addison, N. Y., to Gaines, Pa., single track	10.50	41
Sidings and turnouts on main line.....	1	4
Grand total of tracks, sidings and turnouts.....	11.50	45
Laid with steel rail, main line.....	2	10
Laid with iron rail, main line	8	31

Average life of rails, steel, 14 years; iron, 6 years; average life of ties, 4 years; weight of rails per yard, steel, 40 lbs.; iron, 30 lbs.; gauge of track, 8 feet. Ballasted with gravel 14 miles, and with loam the remainder.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden bridges	2	<i>Feet.</i> 400	8	<i>Feet.</i> 500
Wooden trestles	9	2,547	42	11,880
Total.....	11	2,947	45	12,880

EQUIPMENT.	No. owned.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	2	64,000	10	2	
Locomotives, 4 drivers.....	3	60,000	12	2	
Total.....	5			4	
First-class passenger cars	2	.....	.....	2	2
Second-class passenger cars.....	4	.....	.....	4	4
Baggage, mail and express cars.....	2	.....	.....	2	2
Total.....	8	.....	.....	8	8
Box freight cars.....	15	.....	.....	1	
Flat freight cars.....	29	.....	.....
Caboose, 4-wheel cars.....	2	.....	.....
Total.....	46	.....	.....	1	

Eames' vacuum brake and patent coupler used on passenger cars; hand brake and ordinary coupler on freight cars.

Two safety and three ground switches used; all others, stand switches.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Total assessed value of real estate and personal property of company.....	\$11,800	\$357,310
Length of steel rails laid during year in repairs, miles.....	.....	24
Railroads crossing your road at grade.....	.....	1
Highway crossings at grade without protection.....	5	24
Highway crossings over or under your grade.....	1	2

Passenger cars heated with coal stoves, lighted with oil, ventilated by side ventilators in clear story.

United States Express Company runs over this line, charging 25 cents per 100 pounds on north-bound matter, and 20 cents per 100 pounds on south-bound matter.

Contract with the U. S. Government for transportation of mails, \$2,846.04 per annum.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour	778
Grain	1,051
Meats and provisions.....	1,038
Lumber	27,606
Pig and bar iron and steel.....	54
Iron or other ores.....	77
Coal and coke	15,727
Petroleum and other oils	272
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	260
All other manufactures	3,211
All other merchandise	1,944
All other agricultural products	762
All other articles not included above	10,439
Total.....	63,409

NUMBER OF ACCIDENTS.	
Employees injured.....	2

EMPLOYEES.	
Average number of persons employed (including officials) during year.....	124
Aggregate amount of salaries and wages paid them during year.....	\$44,776 52

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS C. PLATT.....	President and Receiver..	82 Broadway, New York city.
WILLIAM BROOKFIELD.....	Vice-President.....	New York city.
W. C. SHELDON.....	Treasurer.....	New York city.
JAMES E. JONES.....	Secretary.....	Addison, N. Y.
FRANK M. BAKER.....	General Superintendent..	Addison, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOMAS C. PLATT	New York city.
WILLIAM C. SHELDON	New York city.
HENRY P. DE GRAFF.....	New York city.
WILLIAM BROOKFIELD	New York city.
EDMUND L. BOWEN.....	New York city.
FRANK H. PLATT.....	New York city.
GEORGE R. BLANCHARD.....	New York city.
WALTER S. GUERNEE, JR.....	New York city.
JAMES E. JONES.....	Addison, N. Y.
CHARLES L. PATTISON.....	Elkland, Pa.
JAMES HORTON.....	Westfield, Pa.
JOHN W. HAMMOND.....	Osceola, Pa.
ROYAL W. CLINTON	Newark Valley, N. Y.

Title of the company, The Addison and Northern Pennsylvania Railway Company.

General offices at Addison, N. Y.

Date of close of fiscal year, September 30.

ADIRONDACK.

(Date of charter, July 7, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	40,000	\$4,000,000
Issued for property as authorized by the articles of association, and now outstanding.....	26,000	2,600,000

Number of stockholders to whom stock is issued, and those entitled on surrender of trustees' certificates, 78.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Mortgage on property of the company.....	Jan. 5, 1888	6	p.c. 6	At option of holder.	\$75,000	\$75,000 00
Trustee certificates convertible into second mortgage bonds.....	.....	..	.....	.....	1,500,000	1,486,637 75
Total.....	.....	..	.....	.....	\$1,575,000	\$1,561,637 75

COST OF ROAD AND EQUIPMENT.

ROAD.		Cost of road up to Sept. 30, 1888.
Grading, masonry and ballast		\$1,608,629 22
Bridges		100,751 50
Superstructure (including ties) and rails		659,233 58
Lands		1,483,645 20
Land damages and fences		111,995 10
Passenger and freight stations		18,597 20
Engine and car houses, shops, machinery and tools, fuel and water stations		2,400 06
Engineering expenses		123,215 87
Total cost of road		\$4,108,057 78
EQUIPMENT.		
Locomotives.....		\$45,923 08
Passenger, mail, baggage and express cars		17,581 09
Freight and other cars		45,775 90
Total cost of equipment.....		\$109,280 02
Grand total cost of road and equipment.....		\$4,217,337 75

REPORT OF THE RAILROAD COMMISSIONERS.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$118,514 63
Less operating expenses (excluding all taxes)	112,216 98
Net earnings from operation.....	\$6,297 65
<i>Income from other sources, as follows, vis.:</i>	
Rent.....	120 00
Water privileges.....	4,500 00
Gross income from all sources.....	\$10,917 65
<i>Deductions from income, as follows, vis.:</i>	
Interest on-funded debt due and accrued and paid.....	\$4,500 00
Interest on loans and bills payable and paid.....	2,329 89
Taxes on property used in operation of road.....	2,778 86
Taxes on earnings and capital stock.....	989 23
Taxes other than above.....	234 69
	10,862 16
Surplus for year ending September 30, 1886	\$55 49

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$55 49
Surplus up to September 30, 1885.....	11,669 24
Total surplus September 30, 1886.....	\$11,723 83

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$74,074 41	\$74,074 41
Passengers, through..... \$328 68			
Passengers, local..... 36,378 95			
	\$36,707 58		36,707 58
Mail.....	4,514 98		4,514 98
Express.....	1,982 21		1,982 21
<i>Miscellaneous, as follows, vis.:</i>			
Extra baggage..... \$6 45			
News agent on train..... 150 00			
Mileage tickets..... 375 00			
Excursions..... 704 00			
	1,235 45		1,235 45
Total gross earnings.....	\$44,440 22	\$74,074 41	\$118,514 63

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$18,651 28	\$12,434 18	\$31,085 46
Steel rails laid, 510 tons, cost, \$16,835.97 ...	9,801 53	6,534 89	16,335 97
Repairs of bridges (including culverts and cattle-guards).....	850 89	566 92	1,417 81
Repairs of stations, shops, docks, etc.....	6,578 84	4,885 90	10,964 74
Repairs of fences.....	187 10	111 40	278 50
Total	\$36,049 19	\$24,032 79	\$60,081 98

Maintenance of equipment:

Repairs of locomotives	\$3,431 88	\$2,287 58	\$5,718 96
Repairs of cars.....	2,909 50	1,939 66	4,849 16
Total	\$6,340 88	\$4,227 24	\$10,568 12

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,842 70	\$1,561 80	\$3,904 50
Wages of engineers and firemen	1,950 10	1,800 07	3,250 17
Fuel for locomotives	4,215 63	2,810 42	7,026 05
Oil and waste	547 88	864 92	912 80
Water supply	60 00	40 00	100 00
Other train supplies or expenses	85 42	28 61	59 08
Wages of station agents and clerks	3,858 67	2,572 45	6,431 12
Wages for labor at stations	516 39	844 26	860 65
Station supplies	174 87	116 58	291 45
Wages of watchmen, flagmen and switchmen	906 44	604 80	1,510 74
Total	\$14,607 60	\$9,788 41	\$24,346 01
<i>General expenses :</i>			
Salaries of general officers and clerks	\$4,650 00	\$3,100 00	\$7,750 00
General office expenses and supplies	703 19	468 80	1,171 99
Stationery and printing	428 29	285 53	713 82
Outside agencies and advertising	1,806 75	.....	1,806 75
Legal expenses	890 28	260 18	650 48
Loss and damage of freight and baggage .....	.....	45 40	45 40
Damage to cattle and property	166 50	111 00	277 60
Injuries to persons .....	.....	196 00	196 00
Telegraph maintenance and operation	241 82	161 22	403 04
Mileage of cars of other companies (debit balance)	1,807 70	274 92	1,582 62
Other general expenses	1,873 97	1,249 32	3,123 29
Total	\$11,068 50	\$6,152 37	\$17,220 87
Grand total operating expenses	\$68,066 17	\$44,150 51	\$112,216 98

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$2,619,412 53
Cost of equipment	109,280 02
<i>Other permanent investments, as follows, viz.:</i>	
Lands	1,433,645 20
<i>Current assets, as follows, viz.:</i>	
Cash on hand	12,104 58
Due by agents	689 54
Open accounts	970 00
Materials and supplies	1,500 00
	<u>\$4,227,601 87</u>
LIABILITIES.	
Capital stock	\$2,600,000 00
Funded debt	1,561,637 75
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	7,416 57
Loans and bills payable	46,826 72
Profit and loss (surplus)	11,723 83
	<u>\$4,227,601 87</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	152	32,680	32,832
Number of passengers carried one mile	8,468	950,722	959,190
Number of tons of freight carried .....	.....	56,939	56,939
Number of tons of freight carried one mile .....	.....	1,463,092	1,463,092

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Through.	Local.	Total.
Passenger train mileage.....		52,692	52,692
Freight train mileage.....		85,273	85,273
All other train mileage.....		1,380	1,380
Total train mileage.....		89,344	89,344

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$44,440 22	\$68,066 17	\$23,625 95
Average per passenger carried.....	1 85	2 07	72
Average per passenger per mile.....	048	071	025
Average per passenger train per mile.....	84	1 29	45
Freight earnings and expenses (including miscellaneous earnings).....	74,074 41	44,150 81	Profit. 29,923 60
Average per ton of freight carried.....	1 80	78	52
Average per ton of freight per mile....	0508	0802	0204
Average per freight train per mile....	2 10	1 25	85

ITEM.	Through and local, cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	3.8
Average rate received per mile per ton for carrying freight, all classes.....	5.06

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Saratoga Springs to Ogdensburg, about 180 miles — completed	60
Single track on main line operated.....	58
Sidings and turnouts on main line.....	2.75
Grand total of tracks, sidings and turnouts.....	60.75
Laid with steel rail, main line.....	7.24
Laid with iron rail, main line.....	50.76

Average life of rails, 14 years; average life of ties, 5 years; weight of rails per yard, steel, maximum, 65 lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges.....	10	1,083.66
Wooden trestles.....	5	2,100
Total.....	15	3,183.66

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

EQUIPMENT.	No. owned.	No. leased.	Total number.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	3	2	5	5	.....
First-class passenger cars.....	4	2	6	6	6
Baggage, mail and express cars.....	3	.....	3	3	3
Total.....	7	2	9	9	9
Box freight cars	10	.....	10	.....	.....
Flat freight cars	44	.....	44	.....	.....
Crane cars.....	1	.....	1	.....	.....
Total.....	55	.....	55	.....	.....

Westinghouse automatic air brake and Miller coupler used on all passenger and baggage cars.

Stub and split safety switches used on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph leased and operated by company, miles.....	58
Cost of real estate now held by company, exclusive of that used in operation.....	\$1,438,645 20
Total assessed value of real estate and personal property of company, road-bed.....	180,190
Length of steel rails laid during year in repairs, miles.....	5.28
Highway crossings at grade without protection.....	47
Highway crossings at grade protected by gates or flagmen.....	4
Highway crossings under grade.....	1
Overhead obstructions less than 20 feet above track, Stony Creek, Mill Creek, North Creek and The Glen.....	4

Passenger cars are heated by wood and coal stoves, and Baker heaters; lighted with kerosene lamps, and ventilated by ventilating windows.

Adirondack, and New England and New York Express Companies run over this line; pay one and a half first-class rates for all freight.

New York Central Sleeping Car Company's parlor and sleeping cars are run over this line during the summer months. They charge 50 cents additional from Saratoga to North Creek.

Paid New York Central Sleeping Car Company, \$274.92 during year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	1,592	2.79
Grain.....	4,819	8.45
Meats and provisions	1,035	1.81
Live stock	59	.10
Lumber.....	6,374	12.07
Pig and bar iron and steel	180	.28
Iron and other ores.....	103	.18
Coal and coke.....	557	1.50

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF FREIGHT MOVED — (Continued).

ITEM.	Tonnage.	Per cent.
Petroleum and other oils.....	657	1.15
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State ..	28,877	41.06
All other manufactures.....	4,610	8.09
All other merchandise	2,064	3.62
All other agricultural products.....	94	.16
All other articles not included above	10,675	18.74
Total.....	56,989	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	1	1	2

EMPLOYEES.

Average number of persons employed (including officials) during year 137
 Aggregate amount of salaries and wages paid them during year \$49,571 06

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM W. DURANT.....	President.....	20 Nassau st., New York.
GEORGE T. M. DAVIS	Vice-President	47 William st., New York.
JOHN T. BANKER	Secretary and Treasurer	20 Nassau st., New York.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM W. DURANT.....	Saratoga Springs, N. Y.
GEORGE T. M. DAVIS	New York city.
WILLIAM SUTPHEN	New York city.
JOHN L. BARBOUR	Saratoga Springs, N. Y.
JOHN T. BANKER	Crawford, N. J.
CORNELIUS E. DURKEE	Saratoga Springs, N. Y.
GEORGE LEAVITT	Chestertown, N. Y.
FRANK H. STOTT	Stottville, N. Y.
ARTHUR C. STOTT.....	Stottville, N. Y.
WM. HAY BOCKES	Saratoga Springs, N. Y.
THOMAS WILLIAMS	New York city.
EDWARD L. MOLINEUX.....	Brooklyn, N. Y.
JARVIS S. BAKER.....	New York city.

Title of company, The Adirondack Railway Company.
 General offices at No. 20 Nassau street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Wednesday of September.
 For information concerning this report, address C. E. Durkee, Superintendent, Saratoga Springs, N. Y.

ALBANY AND SUSQUEHANNA.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL CO.

(Date of charter, April 19, 1851.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	14,000	*\$1,400,000
Total now outstanding	35,000	*\$3,500,000
Number of stockholders		525

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds.	July 1, 1863	25	p.c.	July 1, 1888	\$1,000,000	\$998,000	\$998,180
First consol. bonds	Apr. 1, 1876	30	7	April 1, 1906	\$10,000,000	3,000,000	3,000,000
First consol. bonds	Apr. 1, 1876	30	6	April 1, 1906	5,117,000	5,117,000	5,117,000
† Albany city bds.	Nov. 6, 1865	30	6	Nov. 6, 1895	250,000	250,000	} \$16,625
Albany city bonds.	May 1, 1866	30	6	May 1, 1896	250,000	250,000	
Albany city bonds.	Nov. 1, 1866	30	6	Nov. 1, 1896	250,000	250,000	
Albany city bonds.	May 1, 1867	30	6	May 1, 1897	250,000	250,000	
Total. ....	.....	..	..	.....	.....	\$10,115,000	\$9,941,805

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Dec. 31, 1885.	Total cost of road and equipment up to Dec. 31, 1885.
Grading and masonry	\$16,530 55	\$2,791,692 40
Bridges	\$1,014 66	348,236 01

* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company at their meetings held respectively May 3, 1870, and April 25, 1876.

† The sinking fund for retiring the Albany city loan of \$1,000,000 amounts to \$334,891.48.

‡ Includes \$3,450,000 for exchanging the 1st, 2d and 3d mortgage bonds originally issued.

§ Credit.

| Should state months when interest is payable.

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT — (Continued).

ROAD.	Additions or betterments during year ending Dec. 31, 1885.	Total cost of road and equipment up to Dec. 31, 1885.
Superstructure (including ties and ballast).....	\$4,742 89	\$3,816,099 79
Rails.....	4,423 29	
Land.....	*964 00	
Land damages.....	1,840 00	
Fences.....	579 88	612,942 67
Passenger and freight stations.....	13,317 26	
Engine and car houses.....	469 79	474,907 00
Shops, machinery and tools.....		280,939 60
Fuel and water stations.....	827 95	229,058 85
Engineering expenses.....	222 82	
Interest and discount charged to construction.....		829,775 16
Telegraph line.....		32,908 70
Contingents.....		193,572 50
Total cost of road.....	\$40,974 77	\$9,110,132 68
EQUIPMENT.		
Locomotives.....	*\$200 00	\$1,103,322 00
Passengers cars.....	26,400 00	233,000 00
Freight and other cars.....	*20,935 50	2,867,862 74
Total cost of equipment.....	\$5,264 50	\$4,204,184 74
Grand total cost of road and equipment.....	\$46,239 27	\$13,314,317 42

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
Side tracks.....	\$2,717 79	
Change of line.....	8,968 89	
Bridges.....	9,635 20	
Trestles.....	209 17	
		\$16,530 55
<i>Bridges :</i>		
Replacing timber with iron.....	\$607 88	-
Deduct overpaid contractor, 1884.....	*1,622 04	
		*1,014 66
<i>Superstructure :</i>		
Side tracks.....		4,742 89
<i>Rails :</i>		
Side tracks.....		4,423 29
<i>Land damages :</i>		
Release of annual rent of land in Duaneburgh.....	\$20 00	
Strip of land in Bainbridge.....	30 00	
Four and thirteen one-hundredths acres in Otego.....	896 00	
		876 00
<i>Fences :</i>		
Safety gate at Knowersville.....	\$105 93	
Safety gate at Quaker Street.....	473 95	
		579 88
<i>Passenger and freight stations :</i>		
Freight house at Albany.....	\$20,841 21	
Less insurance and depreciation.....	8,000 00	
	\$12,841 21	
Passenger station at Coon's.....	476 05	
		13,317 26

* Credit. † Included in passenger and freight stations.

Engines and car houses :

Turn-table at Oneonta	\$1,419 79	
Deduct value former turn-table	900 00	
	<u>\$519 79</u>	
Deduct sale of material from old engine house at Cobleskill....	50 00	\$469 79
<i>Fuel and water stations :</i>		
Stand pipe at East Worcester		827 95
<i>Locomotives :</i>		
Deduct depreciation 1885		*900 00
<i>Passenger cars :</i>		
Six first class passenger cars	\$27,000 00	
Deduct depreciation 1885	600 00	
	<u></u>	26,400 00
<i>Freight and other cars :</i>		
Deduct depreciation 1885	*\$17,686 50	
Deduct cars transferred to superstructure for maintenance of way	*3,249 00	
	<u></u>	*20,935 50
<i>Engineering</i>		229 83
Total		<u>\$46,239 27</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Income from other sources than earnings, as follows, viz.:

Rental under the lease	\$901,080 00
Allowance for maintaining organization	1,000 00
Payments to sinking fund by lessee	10,000 00
Interest upon investments and deposits reported by the trustees of the sinking fund for year ending October 31, 1885	15,244 62
Gross income from all sources	<u>\$927,324 62</u>
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$656,080 00
Other disbursements	1,109 98
	<u>657,189 98</u>
Net income from all sources	<u>\$270,134 69</u>
Two dividends declared, each $8\frac{1}{2}$ per cent on \$3,500,000 common stock	245,000 00
Surplus for year ending September 30, 1886	<u>\$25,134 69</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$25,134 69
Surplus up to September 30, 1885	21,265 49
	<u>\$46,400 18</u>
Deduct account transferred	1,750 00
Balance of income account (surplus) September 30, 1886	<u>\$44,650 18</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$6,700,766 55.
Additions and betterments by lessee	6,613,550 87
	<u>\$13,314,317 42</u>
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	7,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$1,488 88
Due by agents	503 82
Sinking fund	334,891 43
Sundries	1,998 65
	<u>338,882 28</u>
	<u>\$18,660,199 70</u>

* Credit.

LIABILITIES.

Capital stock.....	\$3,500,000 00
Funded debt.....	10,115,000 00
Open accounts.....	549 52
Balance of income account (surplus).....	44,650 18
	<u>\$13,680,199 70</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
COE F. YOUNG.....	President.....	Honesdale, Pa.
WM. L. M. PHELPS.....	Secretary and Treasurer.....	Albany, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Address.</i>
COE F. YOUNG.....	Honesdale, Pa.
ROBERT M. OLYPHANT.....	New York city.
JOHN WESTOVER.....	Richmondville, N. Y.
MINARD HARDER.....	Cobleskill, N. Y.
WM. L. M. PHELPS.....	Albany, N. Y.
JAMES ROOSEVELT.....	Hyde Park.
HENRY M. OLMSTED.....	Morristown, N. Y.
JAMES R. TAYLOR.....	New York city.
DAVID DOWE.....	New York city.
GEORGE I. WILBER.....	Oneonta, N. Y.
ALFRED VAN SANTVOORD.....	New York city.
BENJAMIN H. BRISTOW.....	New York city.
HORACE G. YOUNG.....	Albany, N. Y.
*DANIEL MANNING.....	Albany, N. Y.

Title of company, The Albany and Susquehanna Railroad Company.

General offices at Albany, N. Y.

Date of close of fiscal year, August 31.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report address Wm. L. Phelps, Sec'y and Treasurer.

ALBANY AND SUSQUEHANNA.

LESSEE.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$2,841,409 71
Less operating expenses (excluding all taxes).....	1,580,774 79
Gross income from all sources.....	<u>\$1,260,634 92</u>
<i>Deductions from income as follows, viz.:</i>	
Rentals.....	\$943,010 13
Taxes on property used in operation of road.....	45,974 61
Taxes on earnings and capital stock.....	11,033 82
Taxes other than above.....	856 62
	<u>1,000,875 18</u>
Surplus for year ending September 30, 1886.....	<u>\$259,759 74</u>

* Elected by the common council of the city of Albany, September 6, 1875, pursuant to section 8 of an act of the Legislature of the State of New York, entitled "An act to authorize the city of Albany to make a loan to the Albany and Susquehanna Railroad Company," passed April 10, 1852.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$259,759 74
Deficit up to September 30, 1885	308,210 47
Total deficit September 30, 1886.....	<u>\$49,450 73</u>

DETAILED STATEMENT OF RENTALS.

Dividend on the stock	\$245,000 00
Interest on the bonds.....	658,080 00
Maintaining the organization.....	1,000 00
<i>Leases:</i>	
Schenectady and Duaneburgh Railroad.....	30,000 00
Cherry Valley, Sharon and Albany Railroad	10,930 13
Total amount of rentals deducted from income.....	<u>\$943,010 13</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$936,159 86		
Freight, local.....	1,464,770 71		
Passengers, through.....	\$54,115 00		
Passengers, local.....	821,633 79		
Mail	\$375,748 79	\$2,400,930 07	
Express.....	20,955 14		
<i>Miscellaneous as follows, viz.:</i>	24,105 22		
Newspaper and baggage express	1,250 07		
Rents.....	\$9,061 00		
Telegraph.....	4,964 92		
Switching.....	4,394 50		
	4,739 31	13,631 11	
Total gross earnings.....	\$426,848 53	\$2,414,561 18	\$2,841,409 71

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$37,063 03	\$147,667 19	\$184,730 22
Steel rails laid, 1,370 tons, cost, \$45,337.24.			
Repairs of road-bed	6,708 97	34,406 16	41,115 13
Repairs of bridges (including culverts and cattle-guards).....	\$706 09	\$3,685 66	\$4,391 75
Repairs of stations, shops, docks, etc.....	5,630 60	15,468 12	21,098 72
Repairs of fences.....	3,114 41	13,031 86	16,146 27
Other expenses for maintenance of way and structures.....	8,830 86	37,388 57	46,219 43
Total	\$62,053 96	\$251,647 56	\$313,701 52

Maintenance of equipment:

Repairs of locomotives.....	\$18,173 83	\$38,419 19	\$106,593 02
Repairs of cars.....	12,874 19	192,875 60	205,749 79
Repairs of machinery and tools.....	1,372 55	5,880 86	7,252 91
Other expenses for maintenance of equipment	5,100 69	21,636 71	26,737 40
Total	\$37,521 26	\$308,611 36	\$346,133 12

OPERATING EXPENSES—(Continued.)

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men	\$80,558 70	\$138,080 32	\$168,539 02
Wages of engineers and firemen	81,244 89	140,834 14	172,078 53
Fuel for locomotives	49,612 70	241,237 55	290,850 25
Oil and waste	5,501 84	25,275 88	30,777 22
Water supply	1,561 94	7,709 74	9,271 68
Other train supplies or expenses	2,381 07	7,023 27	9,409 34
Wages of station agents and clerks	10,743 45	32,181 77	42,925 22
Wages for labor at stations	8,171 93	36,763 88	44,935 31
Station supplies	2,449 69	2,111 73	4,561 42
Wages of watchmen, flagmen and switchmen	8,847 82	16,221 46	24,568 78
Other expenses for conducting transportation	4,175 87	11,862 85	16,038 22
Total	\$154,748 90	\$654,256 09	\$809,004 99
<i>General expenses:</i>			
Salaries of general officers and clerks	\$10,878 97	\$25,739 53	\$36,118 50
General office expenses and supplies	1,971 68	4,302 45	6,774 13
Stationery and printing	1,884 03	4,898 27	6,782 30
Outside agencies and advertising	5,876 94	18,100 43	28,977 37
Legal expenses	503 73	3,255 35	3,758 08
Loss and damage of freight and baggage	*9 87	*7,743 57	*7,752 94
Damage to cattle and property	285 00	447 00	732 00
Injuries to persons	2,512 65	8,552 19	9,064 84
Telegraph maintenance and operation	7,874 82	24,725 42	32,600 24
Mileage of cars of other companies (debit balance)	3,212 43	*12,181 47	*6,969 04
Other general expenses	1,808 72	8,045 96	9,849 68
Total	\$36,293 60	\$75,641 56	\$111,935 16
Grand total operating expenses	\$290,617 72	\$1,290,157 07	\$1,580,774 79

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried	23,944	512,864	536,808
Number of passengers carried one mile	3,151,670	12,198,787	15,350,457
Number of tons of freight carried	889,364	1,780,474	2,669,838
Number of tons of freight carried one mile	148,613,734	148,958,004	292,571,738
Passenger train mileage .....	.....	.....	421,392
Freight train mileage .....	.....	.....	1,221,600
All other train mileage .....	.....	.....	197,778
Total train mileage .....	.....	.....	1,840,770

* Credit.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$426,848 53	\$290,617 73	\$136,230 81
Average per passenger carried	79	54	25
Average per passenger per mile	02781	01893	00888
Average per passenger train per mile	1 01	69	33
Freight earnings and expenses (including miscellaneous earnings)	2,414,561 18	1,290,157 07	1,124,404 11
Average per ton of freight carried	90	43	42
Average per ton of freight per mile	00825	00441	00384
Average per freight train per mile	1 97	1 05	92

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 1.717	Cents. 2.637	Cents. 2.448
Average rate received per mile per ton for carrying freight, all classes .....	.630	1.017	.821

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased, all in N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Albany to Binghamton, single track .....	.....	.....	142.51	142.51	142.51
Branches, or other roads, single track	27.58	31.94	34.83	62.41	66.77
Total single track	27.58	31.94	177.34	204.92	209.28
Second track on main line .....	.....	.....	52.54	52.54	52.54
Sidings and turnouts on main line .....	.....	.....	54.11	54.11	54.11
Sidings and turnouts on branches or other roads	4.60	5.49	3.09	7.69	8.58
Total sidings and turnouts	4.60	5.49	57.20	61.80	62.69
Grand total of tracks, sidings and turnouts ..	32.18	37.43	287.03	319.26	324.51
Laid with steel rail, main line .....	.....	.....	202.47	202.47	202.47
Laid with steel rail, branches or other roads ..	31.63	36.88	31.79	63.42	68.67
Laid with iron rail, main line .....	.....	.....	46.69	46.69	46.69
Laid with iron rail, branches or other roads ..	.55	.55	6.13	6.68	6.68

Average life of rails, steel, 15 years; iron, 10 years; average life of ties, 7 years; weight of rails per yard, steel, maximum, 68 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Schenectady and Duaneburgh	Schenectady	Duaneburgh	13.79	13.79	Leased...	13.79	.....
Cherry Valley, Sharon and Albany	Cobleskill	Cherry Valley	21.04	21.04	Leased...	18.00	3.04
Schenectady and Mechanicville	East Glenville	Coons	9.93	9.93	Owned...	9.93	.....
Lackawanna and Susquehanna	Nineveh	Jefferson Junc., Pa. ..	17.65	22.01	Owned...	22.01	.....

BRIDGES.

ENTIRE LINE
ALL IN NEW YORK STATE.

	Number.	Aggregate length.
Iron bridges	80	6,129
Wooden bridges	20	540
Wooden trestles	35	2,451
Totals	135	9,120

EQUIPMENT.

	Number leased.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	Number equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	3	...	135,700	20		
Locomotives, 6 drivers	69	...	135,000	20		
Locomotives, 4 drivers	15	...	145,400	20	16	
Total	87	.....	.....	.....	16	
First-class passenger cars	38	\$4,300	37,500	15	38	38
Second-class passenger cars	1	1,500	25,000	15	1	1
Baggage, mail and express cars	18	1,400	23,900	15	13	13
Total	52	.....	.....	.....	52	52
Box freight cars	793		21,000	.....	.....	50
Stock freight cars	108		20,000	.....	.....
Coal freight cars	6,100	\$400	20,000	.....	.....	50
Flat freight cars	105		18,000	10		
Oil cars	2	512	18,000			
Caboose, 4-wheel cars	47	500	10,000			
Caboose, 8-wheel cars	3	750	21,000			
Service cars	4	700	20,000			
Total	7,163	.....	.....	.....	.....	100

Westinghouse air brake and Miller coupler used on passenger cars; Archer automatic coupler on freight cars.

Automatic safety switch used on about four-fifths of road, on remainder ordinary stub switch.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	517.54
Total assessed value of real estate and personal property of company.....	2,606,886
Length of steel rails laid during year in repairs, miles.....	86.52
Length of iron rails laid during year in repairs, miles.....	4.76
Railroads crossing road at grade.....	4
Railroads crossing road over or under grade.....	8
Highway crossings at grade without protection.....	161
Highway crossings at grade protected by gates or flagmen.....	83
Highway crossings over or under grade.....	20
Overhead obstructions less than 20 feet above track.....	20

Passenger cars are heated with Baker heaters and Spear stoves, lighted with mineral seal oil, 300° test, and ventilated with Cramer & Globe ventilators.

National Express Company runs over this line, pays for local freight 14 first class tariff rates; between competing points, first class tariff rates; for through freight, 29 cents, and 10 per cent of the annual profits.

New York Central Sleeping Car Company runs over this line, and is paid three cents per mile for sleeping cars, and one cent per mile for drawing-room cars. The railroad company lubricates and cleans the outside of the cars. Pullmans' Palace Car Company runs over this line, and is paid three cents per mile for its cars. No additional charges are made by the railroad company.

New York Central Sleeping Car Company was paid during the year.....	\$449 32
Pullman's Palace Car Company was paid during the year.....	2,914 44
Total.....	\$3,363 76

Mails are transported for the compensation prescribed by law.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	155,168	5.8
Grain.....	267,309	10
Meats and provisions.....	25,001	0.9
Live stock.....	12,104	0.5
Lumber.....	90,584	3.4
Pig and bar iron and steel.....	49,906	1.8
Iron or other ores.....	231,016	8.7
Coal and coke.....	1,277,885	48
Petroleum and other oils.....	12,333	0.5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	16,930	0.6
All other manufactures.....	75,983	2.8
All other merchandise.....	79,265	3
All other agricultural products.....	80,930	3
All other articles not included above.....	295,474	11
Totals.....	2,669,838	100

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	11	7	18
Others.....	8	7	10
Totals	14	14	28

EMPLOYERS.

Average number of persons employed (including officials) during year..... 2,105
 Aggregate amount of salaries and wages paid them \$974,414 61

OFFICERS OF THE LESSEE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ROBERT M. OLYPHANT.....	President	New York city.
LEGRAND B. CANNON.....	Vice-President	New York city.
HORACE G. YOUNG	Assistant President and General Manager	Albany.
JAMES C. HARTT	Treasurer	New York city.
F. MURRAY OLYPHANT.....	Secretary	New York city.

DIRECTORS OF THE LESSEE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ABIEL A. LOW.....	Brooklyn.
JAMES M. HALSTED	New York city.
LEGRAND B. CANNON	New York city.
JAMES R. TAYLOR.....	Brooklyn.
JOHN JACOB ASTOR	New York city.
JAMES ROOSEVELT.....	Hyde Park.
ABRAHAM R. VAN NEST	New York city.
DAVID DOWS	New York city.
ROBERT M. OLYPHANT.....	New York city.
BENJAMIN H. BRISTOW	New York city.
JOHN A. STEWART	New York city.
FREDERIC BILLINGS	New York city.
R. SUYDAM GRANT.....	New York city.

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31st.

Date of stockholders annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hartt, Treasurer.

ALBANY AND VERMONT.

LESSOR.

LESSEE — RENNELAER AND SARATOGA.

(Date of charter, October 17, 1859.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	6,000	\$600,000

COST OF ROAD AND EQUIPMENT.

Total cost of road	\$600,000
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rensselaer and Saratoga Railroad, rent.....	\$20,000 00	
Interest on United States bonds	460 00	
New York Central and Hudson River Railroad dividend	350 00	
		\$20,810 00
Gross income from all sources		\$20,810 00
<i>Deductions from income, as follows, viz.:</i>		
Rensselaer and Saratoga Railroad, rent of real estate in Albany	\$800 00	
Premium on United States bonds	703 00	
Office expenses, about	350 00	
		1,853 00
Net income from all sources		\$18,957 00
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 8 per cent		18,000 00
Surplus for year ending September 30, 1886.....		\$957 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.**ASSETS.**

Cost of road	\$600,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Stock of New York Central and Hudson River Railroad.....	10,000 00
Bonds of United States.....	13,000 00
Cash on hand.....	1,329 00
	\$624,329 00

LIABILITIES.

Capital stock.....	\$600,000 00
Profit and loss (surplus).....	24,329 00
	\$624,329 00

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
E. THOMPSON GALE.....	President.....	
JOSEPH M. WARREN.....	Vice-President.....	
THOS. W. LOCKWOOD.....	Secretary and Treasurer..	

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
E. THOMPSON GALE.....	Troy, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
JOHN B. GALE.....	Troy, N. Y.
BENJ. H. HALL.....	Troy, N. Y.
CHAS. W. TILLINGHAST.....	Troy, N. Y.
THOS. W. LOCKWOOD.....	Troy, N. Y.
DUDLEY TIBBITTS.....	Troy, N. Y.
JOHN I. THOMPSON.....	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
CHAS. N. LOCKWOOD.....	Troy, N. Y.
GEO. H. CRAMER.....	Troy, N. Y.
LE GRAND B. CANNON.....	New York city.
GEO. HENRY WARREN.....	New York city.

Title of company, Albany and Vermont Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, November.

Date of stockholders annual meeting, third Tuesday in October.

For information concerning this report, address T. W. Lockwood, Secretary.

AMSTERDAM, CHUCTANUNDA AND NORTHERN.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, September 23, 1879.)

This road is used and operated entirely by the New York Central and Hudson River Railroad Company as a branch for delivering city freight.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	200	\$20,000
Issued on account of construction and now outstanding....	.....	20,000

COST OF ROAD.

Grading and masonry.....	\$15,109 81
Land damages	4,890 19
Total cost of road up to September 30, 1886	\$20,000 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$20,000 00

LIABILITIES.

Capital stock \$20,000 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JNO. KELLOGG.....	President.....	Amsterdam, N. Y.
GEO. KELLOGG.....	Superintendent and Treasurer...	Amsterdam, N. Y.
JNO. D. NOLAND.....	Secretary.....	Amsterdam, N. Y.
A. H. DEGRAFF.....	Engineer.....	Amsterdam, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JNO. KELLOGG.....	Amsterdam, N. Y.
JOHN C. MILLER.....	Amsterdam, N. Y.
GEO. KELLOGG.....	Amsterdam, N. Y.
W. L. VANDENBERG.....	Amsterdam, N. Y.
MASON COOK.....	Amsterdam, N. Y.
JAMES FIRTH.....	Amsterdam, N. Y.
CYRUS B. CHASE.....	Amsterdam, N. Y.
JNO. D. NOLAND.....	Amsterdam, N. Y.
W. H. STEBBINS.....	Amsterdam, N. Y.
FROTHINGHAM FISH.....	Fultonville, N. Y.
JNO. F. MANN.....	Galway, N. Y.
S. B. MANN (deceased).....	Galway, N. Y.
ROBERT MILLER.....	Galway, N. Y.

Title of company, Amsterdam, Chuctanunda and Northern Railroad.

General offices at Amsterdam, N. Y.

For information concerning this report, address John Kellogg, President.

AVON, GENESEO AND MOUNT MORRIS.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 10, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for actual cash and now outstanding.....	2,250	225,000

Number of stockholders..... 88

COST OF ROAD.

	Cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$132,000 00
Bridges.....	6,340 00

REPORT OF THE RAILROAD COMMISSIONERS.

Superstructure (including ties) and rails	\$64,000 00
Land, land damages and fences	18,360 92
Passenger and freight stations and engine and car houses.....	1,604 68
Interest and discount charged to construction	2,494 50

Total cost of road up to September 30, 1886 \$224,800 10

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$224,800 00
Cash on hand.....	623 02
	<hr/> \$225,423 02 <hr/>
LIABILITIES.	
Capital stock	\$225,000 00
Profit and loss (surplus).....	423 02
	<hr/> \$225,423 02 <hr/>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
MORTIMER F. REYNOLDS.....	President.....	Rochester, N. Y.
GEORGE ELLWANGER	Director.....	Rochester, N. Y.
LEVI F. WARD.....	Director.....	Rochester, N. Y.
JOSIAH ARMISTICE.....	Director.....	Rochester, N. Y.
HIRAM P. MILLS.....	Vice-President.....	Mount Morris, N. Y.
GEORGE W. PHELPS	Secretary and Treasurer	Mount Morris, N. Y.
HULBERT E. BROWN	Director.....	Mount Morris, N. Y.

DIRECTORS OF THE COMPANY.

Seven directors, the names and address as above.

Title of company, Avon, Geneseo and Mount Morris Railroad Company.

General offices at Mount Morris, N. Y.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address George W. Phelps, Secretary.

BATH AND HAMMONDSPORT.

(Date of charter, January 17, 1872.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	1,000	\$100,000	
Issued for actual cash and now outstanding.	753	75,800	\$73,800

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage....	May 1, 1885	10	p.c. 7	1895	\$8,000	\$8,000	\$8,000
First mortgage .	May 1, 1885	15	6	1900	30,000	30,000	30,000

* Should state months when interest is payable.— R. R. Com'rs.

BATH AND HAMMONDSPORT.

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COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading and masonry	\$575 86	\$28,293 55
Ballast	175 00	175 00
Bridges	40 89	151 99
Superstructure (including ties)		46,694 02
Land	540 75	540 75
Land damages		22,942 66
Passenger and freight stations	90 00	1,255 85
Engine and car-houses	60 00	472 74
Shops, machinery and tools		182 00
Fuel and water stations, cock and pipe at Bath	15 00	15 00
Engineering expenses		5,457 80
Road built across creek		158 40
Telegraph line		50 00
Shed on dock		225 00
Warehouse at Hammondsport	500 00	500 00
Total cost of road	\$1,997 00	\$107,814 16
EQUIPMENT.		
Locomotives, 2		\$9,104 07
Passenger cars, 5	\$1,000 00	8,085 19
Mail, baggage and express cars, 2	700 00	2,748 98
Freight and other cars, 16	646 00	600 00
Barges, floats and tugs		569 00
Total cost of equipment	\$2,346 00	\$21,056 04
Grand total cost of road and equipment	\$4,343 00	\$128,870 20

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$16,629 73
Less operating expenses (excluding all taxes)		15,135 80
Gross income from all sources		\$1,493 93
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$2,163 33	
Taxes on earnings and capital stock	881 26	
		2,544 59
Deficit for year ending September 30, 1886		\$1,050 66

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$6,996 27	\$6,996 27
Passengers, local	\$8,280 81		8,280 81
Mail	442 08		442 08
Express	910 57		910 57
Total gross earnings	\$9,633 46	\$6,996 27	\$16,629 73

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$2,497 75
Repairs of bridges (including culverts and cattle-guards).....	616 25
Repairs of stations, shops, docks, etc.....	162 14
Repairs of fences.....	282 76
Total.....	\$3,798 90

Maintenance of equipment :

Repairs of locomotives.....	\$471 90
Repairs of cars.....	270 41
Repairs of machinery and tools.....	14 86
Total.....	\$757 16

Conducting transportation :

Wages of conductors and men.....	\$1,015 00
Wages of engineers and firemen.....	1,290 15
Fuel for locomotives.....	652 68
Oil and waste.....	202 22
Water supply.....	40 25
Other train supplies or expenses.....	64 66
Wages of station agents and clerks.....	126 50
Wages for labor at stations.....	578 58
Station supplies.....	15 75
Wages of watchmen, flagmen and switchmen.....	87 80
Other expenses for conducting transportation.....	685 40
Total.....	\$4,789 10

General expenses :

Salaries of general officers and clerks.....	\$4,212 48
General office expenses and supplies.....	164 08
Stationery and printing.....	188 80
Outside agencies and advertising.....	200 00
Legal expenses.....	25 00
Loss and damage of freight and baggage.....	30 60
Damage to cattle and property.....	49 16
Injuries to persons.....	381 26
Telegraph maintenance and operation.....	86 50
Other general expenses.....	508 81
Total.....	\$5,790 64

Grand total operating expenses..... **\$15,135 80**

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$107,814 16
Cost of equipment.....	21,056 04
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	215 75
Bills receivable.....	81 20
Due by agents.....	58 78
Open accounts.....	81 40
Total.....	\$129,207 23

LIABILITIES.

Capital stock.....	\$78,300 00
Funded debt.....	38,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	2,168 23
Open accounts.....	370 89
Loans and bills payable to A. Wood.....	11,214 18
Sundries.....	653 48
Profit and loss (surplus).....	3,506 40
Total.....	\$129,207 23

BATH AND HAMMONDSPORT.

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TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, local.
Number of passengers carried	84,289
Number of passengers carried one mile	814,988
Number of tons of freight carried	8,626
Number of tons of freight carried one mile	86,280
Total train mileage, mixed	19,240

ITEM.	Through and local. Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first class	8
Average rate received per mile for carrying passengers, all classes	8
Average rate received per mile per ton for carrying freight, all classes	15

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Single track all on main line	9.4
Sidings and turnouts on main line	6
Grand total of tracks, sidings and turnouts	15.4
Laid with steel rail, main line .....	.5
Laid with iron rail, main line	8.9

Average life of ties, 10 years; weight of rails per yard—steel, maximum, 40 lbs.; iron, maximum, 40 lbs., minimum, 30 lbs; gauge of track, 3 feet; ballasted with earth and gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	Feet. 8
Wooden bridges	6	12
Total	8	20

EQUIPMENT.	Total num- ber owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotives, 4 drivers	2	\$4,000	30,000 40,000
First class passenger cars	2	\$2,000	8 tons.
Second class passenger cars	3	1,200	9 tons.
Baggage, mail and express cars	2	800	8 tons.
Total	7		

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives.....	\$1,215,000 00
Passenger, mail, baggage and express cars.....	488,000 00
Freight and other cars.....	1,442,400 00
Total cost of equipment.....	\$3,145,400 00
Grand total cost of road and equipment.....	\$28,595,740 54

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Amount expended during the year on the Riverside Branch..... \$65,165 04

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$7,388 920 78
Less operating expenses (excluding all taxes).....	5,813,478 45
Net earnings from operation.....	\$2,675,442 33
<i>Income from other sources as follows, viz.:</i>	
Rent of buildings.....	\$140,762 51
Elevators, wharves and warehouses.....	151,805 85
Gravel.....	17,744 75
	309,812 61
Gross income from all sources.....	\$2,985,259 94
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$662,900 00
Rentals.....	78,000 00
Taxes on property used in operation of road.....	190,291 99
Taxes on earnings and capital stock.....	806,623 61
Interest on other debt.....	520 41
	1,238,335 01
Net income from all sources.....	\$1,746,924 93
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, 8 per cent.....	1,547,804 00
Surplus for year ending September 30, 1886.....	\$199,120 93

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$199,120 93
Surplus up to September 30, 1885.....	120,449 43
	\$319,570 36
Less amount paid assignees of Messrs. Clapp and Ballou.....	104,000 00
Total surplus September 30, 1886.....	\$215,570 36

DETAILED STATEMENT OF RENTALS.

Pittsfield and North Adams Railroad.....	\$22,500 00
Ware River Railroad.....	52,500 00
North Brookfield Railroad.....	3,000 00
Total amount of rentals deducted from income.....	\$78,000 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$2,109,267 62		
Freight, local.....	2,189,815 28		
		\$4,299,082 90	\$4,299,082 90
Passengers, through.....	\$1,105,258 08		
Passengers, local.....	2,188,745 28		
	\$3,294,003 81		3,294,003 81
Mail.....	247,727 83		247,727 83
Express.....	148,106 74		148,106 74
Total gross earnings.....	\$3,689,837 88	\$4,299,082 90	\$7,988,920 78

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$63,008 97	\$89,868 56	\$152,867 53
Steel rails and partly worn steel rails laid, 3,444 tons.....	54,694 27	77,577 28	132,271 50
Repairs of roadbed.....	252,802 82	858,569 68	611,372 00
Repairs of bridges (including culverts and cattle-guards).....	34,558 21	49,016 66	83,574 87
Repairs of stations, shops, docks, etc.....	56,489 86	80,124 06	136,613 92
Repairs of fences.....	20,685 80	29,340 81	50,026 11
Total.....	\$482,284 43	\$688,991 50	\$1,166,225 93
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$195,166 65	\$276,820 41	\$471,987 06
Repairs of cars.....	208,080 82	437,404 97	645,485 29
Total.....	\$398,246 97	\$714,225 38	\$1,112,472 85
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$182,430 67	\$340,375 41	\$522,806 08
Wages of engineers and firemen.....	168,747 59	239,348 16	408,095 75
Fuel for locomotives.....	267,450 54	379,846 42	646,796 96
Oil and waste.....	23,967 16	83,994 53	57,961 69
Water supply.....	13,802 08	19,576 60	33,378 68
Other train supplies or expenses.....	8,303 66	1,428 96	4,732 62
Wages of station agents and clerks.....	98,839 86	188,100 55	226,940 41
Wages for labor at stations.....	45,528 84	327,334 21	372,863 05
Station supplies.....	33,565 21	47,608 20	81,173 41
Wages of watchmen, flagmen and switchmen.....	79,874 51	113,292 89	193,166 90
Total.....	\$912,510 12	\$1,635,405 43	\$2,547,915 55
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$55,696 66	\$78,999 01	\$134,695 67
Stationery and printing.....	15,249 71	21,629 87	36,879 58
Outside agencies and advertising.....	2,300 33	3,262 78	5,563 06
Legal expenses.....	5,997 85	8,507 23	14,505 07
Loss and damage of freight and baggage.....		10,785 73	10,785 73
Damage to cattle and property.....	9,409 61	18,846 89	22,756 00
Injuries to persons.....	18,539 43	19,204 06	32,743 49
Telegraph maintenance and operation.....	7,468 58	10,586 11	18,049 64
Mileage of cars of other companies (debit balance).....		116,896 98	116,896 98
Other general expenses.....	88,946 25	55,239 15	94,184 40
Total.....	\$148,602 87	\$388,257 25	\$486,859 62
Grand total operating expenses.....	\$1,941,593 89	\$3,371,879 56	\$5,313,473 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$25,450,840 54	
Cost of equipment.....	8,145,400 00	
<i>Other permanent investments as follows, viz.:</i>		
Stock of other companies.....	\$488,485 00	
Bonds of other companies (stock of B. and A. R. R.).....	1,044,887 00	
Lands.....	78,850 16	
		1,606,672 16
<i>Current assets as follows, viz.:</i>		
Cash on hand.....	\$692,287 28	
Bills receivable.....	42,000 00	
Due by agents and companies.....	865,163 82	
Materials and supplies.....	810,828 67	
Trustees' improvement fund.....	1,802,981 55	
		2,712,661 82
		<u>\$32,915,074 02</u>

LIABILITIES.

Capital stock.....	\$20,000,000 00	
Funded debt.....	10,858,000 00	
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$9,020 00	
Dividends unpaid.....	417,968 00	
Open accounts.....	818,584 11	
Loans and bills payable.....	98,000 00	
Improvement fund.....	1,002,981 55	
		1,841,503 66
Profit and loss (surplus).....		215,570 86
		<u>\$32,915,074 02</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	108,991	9,622,916	9,726,907
Number of passengers carried one mile.....	20,992,191	156,885,248	177,787,439
Number of tons of freight carried.....	998,802	2,508,174	8,506,476
Number of tons of freight carried one mile.....	202,098,772	188,365,606	890,464,378
Passenger train mileage.....			2,069,788
Freight train mileage.....			2,935,251
All other train mileage.....			689,892
Total train mileage.....			5,694,861

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$8,689,887 88	\$1,941,598 89	\$1,748,248 99
Average per passenger carried.....	3798	1996	1797
Average per passenger per mile.....	0207	0109	0098
Average per passenger train per mile.....	1 7827	9881	8446
Freight earnings and expenses (including miscellaneous earnings).....	4,299,082 90	3,871,379 56	927,203 34
Average per ton of freight carried.....	1 228	961	265
Average per ton of freight per mile.....	011	0086	0094
Average per freight train per mile.....	1 18	93	25

ITEM.	Through and local, cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, first-class.....	01.93
Average rate received per mile for carrying passengers, all classes.....	01.85
Average rate received per mile per ton for carrying freight, all classes.....	01.1

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased all out-side of State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line, Boston to Albany, single track...	89.80	201.65	.....	89.80	201.65
Branches, or other roads, single track.....	17.33	102.83	84.19	17.33	187.02
Total single track.....	56.63	304.48	84.19	56.63	*388.67
Second track on main line.....	89.80	201.65	.....	89.80	201.65
Second track branches, or other roads.....	1	15.94	.....	1	15.94
Total second track.....	40.80	217.59	.....	40.80	217.59
Third track on main line.....	.....	9.47	.....	.....	9.47
Fourth track on main line.....	.....	9.47	.....	.....	9.47
Total third and fourth tracks.....	.....	18.94	.....	.....	18.94
Sidings and turnouts on main line.....	25.29	158.51	.....	25.29	158.51
Sidings and turnouts on branches or other roads.....	7.18	48.95	13.53	7.18	57.48
Total sidings and turnouts.....	32.47	202.46	18.53	32.47	215.99
Grand total of tracks, sidings and turnouts..	129.40	743.47	97.72	129.40	841.19
Laid with steel rail, main line.....	78.60	422.24	.....	78.60	422.24
Laid with steel rail, branches, or other roads	15.07	75.69	46.67	15.07	187.43
Laid with iron rail, branches, or other roads.	8.26	24.75	87.52	8.26	65.53

Average life of rails—steel, 10 years; iron, 8 years; average life of ties, 6 years; weight of rails per yard, steel, maximum, 72 lbs.; minimum, 60 lbs.; iron, maximum, 68 lbs., minimum, 60 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Grand Junction.....	Cottage Farms	East Boston.....	.....	9.30	Owned...	5.06	14.36	.....
New Highland.....	Boston	Cook Street.....	.....	6.89	Owned...	6.88	13.77	.....
Newton Lower Falls..	Riverside	Newton L. Falls	.....	1.10	Owned...	.....	1.10	.....
Riverside	Riverside	Cook Street .....	.....	3	Owned...	3	6	.....
Saxonville	Natick	Saxonville .....	.....	3.70	Owned...	.....	3.39	.....
Milford	S. Framingham	Milford .....	.....	12	Owned...	.....	10.91	1.09
Milbury	Milbury Junc.	Milbury .....	.....	3	Owned...	.....	2.97	.....
Athol	Springfield	Athol.....	.....	45.26	Owned...	.....	23.19	22.07

* Operated by Boston and Albany Railroad, 387.42; operated by New York and New England Railroad, 1.25.

DETAILS OF BRANCHES OR OTHER ROADS — (Continued).

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rails.	Miles laid with iron rails.
Athol, operated by N. Y. & N. E.	Springfield.....	Junction	1.28	1.28	Owned...	.....	.....	1.28
Hudson & Chatham....	Chatham	Hudson	17.33	17.33	Owned...	1	15.07	2.26
Providence, W. & Spr'g-field	Webster Junc.	Webster Mills. ....	.....	10.11	Leased...	.....	10.11	.....
Spencer	South Spencer	Spencer .....	.....	2.18	Leased...	.....	1.30	.88
North Brookfield.....	E. Brookfield.	N. Brookfield....	.....	4	Leased...	.....	.86	2.14
Ware River	Palmer.....	Winchendon....	.....	49.35	Leased...	.....	23.90	25.45
Pittsfield & N. Adams	Pittsfield	North Adams....	.....	18.65	Leased...	.....	10.50	8.06

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Stone bridges	4	<i>Feet.</i> 110	17	<i>Feet.</i> 991.45
Iron bridges.....	14	1,810.84	87	8,019.36
Wooden bridges.....	8	892.60	22	2,506.72
Wooden trestles.....	.....	.....	9	3,563.16
Total	21	1,812.84	135	15,080.69

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	Number equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	17	.....	55 tons.	15	3	.....
Locomotives, 4 drivers.....	228	.....	65 tons.	15	196	46
Total	245	\$4,969 18	.....	.....	199	46
First class passenger cars.....	234	.....	70,000	15	.....	.....
Baggage, mail and express cars.....	53	.....	46,000	12	.....	.....
Total.....	287	\$1,700	.....	.....	.....	.....
Box freight cars	3,574	.....	24,000	15	.....	800
Stock freight cars	456	.....	27,000	12	.....	.....
Coal freight cars, 8-wheel	991	.....	17,000	10	.....	.....
Coal freight cars, 4-wheel.....	260	.....	10,000	10	.....	.....
Flat freight cars	541	.....	14,000	10	.....	.....
Caboose, 4-wheel cars	80	.....	12,000	15	.....	.....
Caboose, 8-wheel cars	8	.....	20,000	15	.....	.....
Gravel, 4 wheel cars	258	.....	7,000	10	.....	.....
Service cars.....	43	.....	44,000	10	.....	.....
Total	6,211	\$232 17	.....	.....	.....	809

Westinghouse brake and Miller coupler used on passenger cars and Ames' car coupler and common ratchet brake on freight cars.

Split rail switch in use on main line and split rail and Tyler switches on branch roads.

BOSTON AND ALBANY.

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MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire length.
Length of steel rails laid during year in repairs, miles.....		80.48
Partly worn steel, miles		29.65
Railroads crossing road at grade.....	2	13
Railroads crossing road over or under grade		1
Highway crossings at grade without protection	51	190
Highway crossings at grade protected by gates or flagmen..	7	87
Highway crossings over or under grade	21	144
Over head obstructions less than 18 feet above track	10	58

Passenger cars are heated by coal, hot water and steam, lighted with oil, 300°, ventilated by windows in roof.

American Express company runs over this line.

New York Central Sleeping Car Company's cars run over this line, no additional charge by this company.

Merchants' Despatch Transportation Company run over this line, on commission; they use their own cars and are given no preference; Colored lines use company cars.

Rates for transportation of mails made by U. S. Government.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	254,243	7
Grain	441,363	13
Meats and provisions	194,271	5.5
Live stock	196,299	5.5
Lumber	280,609	6.6
Pig and bar iron and steel	86,309	2.5
Iron and other ores	30,694	0.8
Coal and coke	580,807	15
Petroleum and other oils	93,307	2.7
All other manufactures.....	470,493	13.4
All other merchandise.....	765,083	22
All other agricultural products	213,023	6
Total	3,506,476	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers		1	1
Employees.....	11	1	12
Others.....	1	2	3
Total	12	4	16

EMPLOYEES.

Average number of persons employed (including officials) during year 5,149
 Aggregate amount of salaries and wages paid them during year..... \$3,063,203 72

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM BLISS	President.....	Boston, Mass.
JAMES A. RUMRILL	Vice-President.....	Springfield, Mass.
WALTER N. BARNES	General Manager	Boston, Mass.
CHARLES E. STEVENS	Treasurer	Boston, Mass.
EDWARD GALLUP	General Superintendent.....	Springfield, Mass.
ARTHUR MILLS	General Traffic Manager	Boston, Mass.
HENRY T. GALLUP	General Freight Agent.....	Boston, Mass.
HENRY B. CHAPIN.....	Assistant General Freight Agent	Boston, Mass.
ARTHUR S. HANSON.....	General Passenger Agent.....	Boston, Mass.
MYRON E. BARBER	Auditor	Springfield, Mass.
JAMES A. RUMRILL.....	Clerk.....	Springfield, Mass.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM BLISS	Boston, Mass.
HENRY COLT.....	Pittsfield, Mass.
GEO. A. CROCKER	New Bedford, Mass.
JOHN CUMMINGS	Boston, Mass.
EDWARD L. DAVIS.....	Worcester, Mass.
JARVIS N. DUNHAM.....	Pittsfield, Mass.
EDWARD B. GILLETT	Westfield, N. Y.
MOSES KIMBALL.....	Boston, Mass.
JACOB C. ROGERS.....	Peabody, Mass.
JAMES A. RUMRILL	Springfield, Mass.
CHARLES S. SARGENT.....	Brookline, Mass.
MARLON D. SPAULDING.....	Boston, Mass.
AUGUSTUS L. SOULE	Boston, Mass.

Title of company, Boston and Albany Railroad Company.

General offices at Boston and Springfield.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 3.

For information concerning this report, address M. E. Barber, Auditor.

BOSTON, HOOSAC TUNNEL AND WESTERN.

(Date of charter, February 16, 1877.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares	Par value.	
Authorized by law or charter	100,000	\$10,000,000	.....
Issued for actual cash and now outstanding.	35,510	3,551,010	\$3,551,010

Number of stockholders

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Debenture bonds..	Sept. 1, 1883	30	p.c. 5	Sept. 1, 1913	\$2,000,000	\$2,000,000	\$2,000,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to September 30, 1886.
Superstructure (including ties)	\$274 50	.....
Rails	489 89	.....
Passenger and freight stations.....	221 83	.....
Total cost of road.....	\$985 72	*\$6,518,151 16
EQUIPMENT.		
Freight and other cars.....	.....	1,156 28
Grand total cost of road and equipment.....	.....	\$6,519,307 44

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$682,808 87
Less operating expenses (excluding all taxes)	450,058 78
Gross income from all sources.....	\$182,250 09
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$100,000 00
Taxes on property used in operation of road	18,938 19
	118,938 19
Surplus for year ending September 30, 1886.....	\$63,316 90

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$63,316 90
Deficit up to September 30, 1885	\$5,372 63
Deduct Consol Co. of March, 1881.....	867 35
Interest on unfunded debt.....	5,416 73
	11,156 71
	\$52,160 19
Add amount not charged to profit and loss on books of the company, viz.:	
Interest on funded debt due and accrued.....	100,000 00
Total surplus September 30, 1886	\$152,160 19

*No distribution in detail of the cost of construction and equipment can be given until final settlement with the construction company.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$400,675 23		
Freight, local.....	91,626 69		
		\$492,301 92	\$492,301 92
Passengers, through.....	\$52,619 23		
Passengers, local.....	67,752 03		
	\$120,371 26		120,371 26
Mail.....	3,016 88		3,016 88
Express.....	6,561 23		6,561 23
Miscellaneous, as follows, viz.:			
Rentals.....	\$6,933 37		
Miscellaneous.....	3,119 16		
	3,015 76	7,036 77	10,052 53
Total gross earnings.....	\$182,965 18	\$499,338 69	\$682,303 87

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$16,045 95	\$38,670 70	\$54,716 65
Repairs of road-bed.....	2,171 01	3,461 56	5,632 57
Repairs of bridges (including culverts and cattle-guards).....	1,012 61	1,874 85	2,887 46
Repairs of stations, shops, docks, etc.....	1,296 42	2,125 12	3,421 54
Repairs of fences.....	173 49	345 58	519 07
Other expenses for maintenance of way and structures.....	532 33	959 11	1,491 44
Total.....	\$21,231 81	\$37,436 92	\$58,668 73
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$7,428 65	\$19,187 20	\$26,615 95
Repairs of cars.....	3,188 41	44,042 90	52,231 31
Repairs of machinery and tools.....	680 04	1,833 97	2,064 01
Other expenses for maintenance of equipment.....	3,502 08	6,926 12	10,428 20
Total.....	\$19,799 18	\$71,540 29	\$91,339 47
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$12,449 36	\$40,756 04	\$53,205 40
Wages of engineers and firemen.....	14,179 64	36,249 97	50,429 61
Fuel for locomotives.....	23,823 70	56,414 05	79,742 75
Oil and waste.....	1,059 10	2,688 86	3,747 46
Water supply.....	1,041 97	2,122 78	3,164 75
Other train supplies or expenses.....	2,013 39	2,975 18	4,988 57
Wages of station agents and clerks.....	3,470 55	14,422 20	17,892 75
Wages for labor at stations.....	934 12	1,343 82	2,276 94
Station supplies.....	532 52	925 09	1,457 61
Wages of watchmen, flagmen and switchmen.....	1,145 64	2,346 89	3,492 73
Other expenses for conducting transportation.....	918 72	1,847 61	2,766 33
Total.....	\$61,078 91	\$162,100 99	\$223,179 90
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$7,813 02	\$17,179 46	\$24,992 48
General office expenses and supplies.....	883 21	1,850 30	2,633 51
Stationery and printing.....	1,064 60	2,030 43	3,094 93
Outside agencies and advertising.....	1,892 33	3,311 44	11,203 77
Legal expenses.....	880 55	2,065 07	2,945 62
Loss and damage of freight and baggage.....	60 78	231 16	291 94
Damage to cattle and property.....	35 68	109 02	144 07
Injuries to persons.....	1,833 85	350 01	2,183 86
Telegraph maintenance and operation.....	3,387 64	6,893 91	10,886 95

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Mileage of cars of other companies (debit balance)	\$1,667 17	\$11,644 15	\$13,311 32
Other general expenses	8,086 09	2,080 71	5,116 80
Total	\$23,115 02	\$53,750 66	\$76,865 68
Grand total operating expenses	\$125,224 92	\$324,828 86	\$450,053 78

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$6,518,151 18
Cost of equipment		1,156 28
<i>Other permanent investments as follows, viz.:</i>		
*Accrued interest on funded debt		308,333 33
<i>Current assets as follows, viz.:</i>		
Cash on hand		33,782 12
Due by agents		4,923 67
Open accounts		202,757 76
Materials and supplies		18,801 85
		<u>\$7,092,905 67</u>
LIABILITIES.		
Capital stock		\$3,551,010 00
Funded debt		2,000,000 00
<i>Current liabilities as follows, viz.:</i>		
Interest on funded debt due and accrued		203,433 33
Audited vouchers and pay rolls		48,395 71
Open accounts		137,178 49
Loans and bills payable		970,232 95
Profit and loss (surplus)		152,160 19
		<u>\$7,092,905 67</u>

* This is accrument of interest from date of bonds to September 30, 1886, and is charged here temporarily, but will be written off to profit and loss.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	57,451	208,360	265,811
Number of passengers carried one mile	3,172,371	3,288,921	6,461,302
Number of tons of freight carried	1,154,846	161,983	1,316,829
Number of tons of freight carried one mile	67,447,375	7,651,068	75,098,483
Passenger train mileage	158,252	93,180	251,432
Freight train mileage	389,933	47,690	437,623
All other train mileage			104,186
Total train mileage	548,185	140,870	798,241

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$132,965 18	\$125,224 92	\$7,740 26

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profits.
Average per passenger carried	\$0 50	\$0 46	\$0 04
Average per passenger per mile.....	0206	0193	0013
Average per passenger train per mile.	588	498	09
Freight earnings and expenses (including miscellaneous earnings)....	499,838 69	324,828 86	174,509 83
Average per ton of freight carried ...	379	247	132
Average per ton of freight per mile ...	0066	0043	0023
Average per freight train per mile ...	1 141	742	899

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes (first-class cars only run)....	Cents. 01.66	Cents. 02.06	Cents. 01.83
Average rate received per mile for carrying freight, all classes.....	00.59	01.29	00.66

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased all in N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Vermont and Massachusetts State line to a point of switch at Rotter- dam Junction, N. Y., single track.....	54.78	61.22	.....	54.78	61.22
Branches or other roads, single track .....	.....	.....	25.52	25.52	25.52
Total single track	54.78	61.22	25.52	80.25	86.74
Second track on main line.....	4.51	6.56	.....	4.51	6.56
Sidings and turnouts on main line	19.71	20.88	.....	19.71	20.88
Sidings and turnouts on branches or other roads.....	.....	.....	4.20	4.20	4.20
Total sidings and turnouts.....	19.71	20.88	4.20	23.91	25.08
Grand total of tracks, sidings and turnouts..	78.95	88.66	29.72	108.67	118.38
Laid with steel rail, main line.....	59.54	68.08	.....	59.54	68.08
Laid with steel rail, branches or other roads..	.....	.....	25.52	25.52	25.52

Road not built long enough to give average life of rails; weight of rail per yard, steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.
Saratoga Lake	Saratoga	Near Ketchum	10.00	Leased.
Hoosac Tunnel and Saratoga	Near Ketchum	Saratoga Junction	7.53	Leased.
Hoosac Tunnel and Saratoga	Schuylerville Junc.	Schuylerville	8.00	Leased.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	14	<i>Feet.</i> 4,851.5	16	<i>Feet.</i> 4,654
Wooden trestles (on leased lines only)	5	1,500.0	5	1,500
Total	19	5,851.5	21	6,154

EQUIPMENT.	*Number owned.	Number leased.	Total num- ber.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	2	...	2	\$9,500	150,000	...	...
Locomotives, 6 drivers	4	...	4	9,000	120,000	...	...
Locomotives, 4 drivers	18	...	18	8,000	7,500	9	...
Total	24	...	24	...	...	9	...
First-class passenger cars	14	...	14	\$4,500	...	14	14
Baggage, mail and express cars	4	...	4	3,200	...	4	4
Total	18	...	18	...	...	18	18
Box freight cars	4	505	509	\$500	...	...	...
Stock freight cars .....	...	184	184	...	...	...	...
Coal freight cars .....	...	289	289	...	...	...	...
Flat freight cars .....	...	30	30	...	...	...	...
Caboose, 4-wheel cars	11	...	11	740	...	...	...
Service cars	2	...	2	1,000	...	...	...
Total	17	958	975	...	...	...	...

Westinghouse Automatic Air Brake and Miller Coupler in use on passenger cars, and Standard Link Coupler on freight cars.

Switches used: Split switches to every main track switch, stub and split switches on side tracks.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire length.
Total assessed value of real estate and personal property of company	\$718,801 89	.....
Length of steel rails laid during year in repairs, miles	1	1

* Subject to judgment lien of Continental Construction Company for full value.

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	In New York State.	Entire length.
Railroads crossing road at grade.....	5	5
Railroads crossing road over or under grade.....	4	4
Highway crossings at grade without protection.....	43	47
Highway crossings at grade protected by gates or flagmen..	4	5
Highway crossings over or under grade.....	22	.....
Overhead obstructions less than 20 feet above track	17	17

Passenger cars heated by Spear Heaters, lighted by mineral sperm oil, ventilated by Wing Ventilators in raised roof, protected by fine wire.

National Express Company runs over this line, no contract has been signed; express company receives and delivers at depots.

Sleeping and parlor cars of the Pullman's Palace Car Company and the New York Central Sleeping Car Company run over this line; an additional charge of about one-half cent per mile is made.

Paid \$1,337.73 to the New York Central Sleeping Car Company.

No freight or transportation companies run over the line of this railway.

Our contract with United States Government for transportation of mails is for four years, from July 1, 1885 to June 30, 1889.

Between Mechanicville, N. Y., and Eagle Bridge, N. Y. 20.77 miles.

Between Mechanicville, N. Y., and Schuylerville Junction. 15.18 "

Between Saratoga Springs, N. Y., and Schuylerville Junction..... 18.02 "

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	158,060	12
Grain.....	166,570	12.7
Meats and provisions.....	81,940	2.4
Live stock.....	23,056	1.7
Lumber.....	64,898	4.9
Pig and bar iron and steel.....	26,444	2.1
Iron or other ores.....	12,166	.9
Coal and coke.....	396,210	80.1
Petroleum and other oils.....	8,819	.6
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State....	28,663	2.2
All other manufactures.....	122,740	10.1
All other merchandise.....	78,987	6
All other agricultural products.....	90,727	6.9
All other articles not included above.....	98,053	7.4
Total.....	1,816,828	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employes.....	2	2	5
Others.....	.....	3	3
Total.....	4	5	9

EMPLOYEES.

Average number of persons employed (including officials) during year 419
 Aggregate amount of salaries and wages paid them \$261,847 89

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
AUGUSTUS KOUNTZE....	President.....	120 Broadway, New York city.
FRANCIS SMITH.....	Vice-President.....	120 Broadway, New York city.
AARON T. SMITH.....	Secretary and Commis'r	120 Broadway, New York city.
RUDOLPH KEPPLER....	Treasurer.....	68 Broadway, New York city.
C. A. COOMBS.....	General Manager.....	Mechanicville, N. Y.
A. GORHAM.....	Auditor and Cashier.....	Mechanicville, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence
AUGUSTUS KOUNTZE	120 Broadway, New York city.
ROBERT MINTURN.....	78 South street, New York city.
JAMES O. SHELTON.....	65 Wall street, New York city.
CYRUS J. LAWRENCE.....	81 Broad street, New York city.
DANIEL B. HATCH.....	9 Nassau street, New York city.
CHARLES F. TAG.....	184 Front street, New York city.
RUDOLPH KEPPLER.....	68 Broadway, New York city.
FRANCIS SMITH.....	120 Broadway, New York city.
WILLIAM DOWD.....	44 Wall street, New York city.
DAVID JAMES KING.....	40 Wall street, New York city.
WILLIAM H. HOLLISTER.....	120 Broadway, New York city.
JAMES J. HIGGINSON.....	24 Pine street, New York city.
S. V. WHITE.....	7 Wall street, New York city.

Title of company, Boston, Hoosac Tunnel and Western Railway Company.

General offices at Mechanicville, Saratoga county, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Wednesday in August.

For information concerning this report, address A. Gorham, Auditor.

BRADFORD, ELDRED AND CUBA.

(Date of charter, May 11, 1881.)

For history of organization, see Report of 1885.

This company was put into the hands of Receiver, Hon. T. C. Platt, by decree of Supreme Court of the State of New York, February 4, 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$500,000 00	.....
Issued for actual cash and now outstanding.	4,800	480,000 00	\$480,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage on this company's property and leased lines.....	1882	80	6	.....	\$500,000	\$500,000	\$500,000
Second mortgage on this company's property and leased lines.....	1880	5	6	.....	100,000	60,000	.....
Total.....					\$600,000	\$560,000	\$500,000

COST OF ROAD AND EQUIPMENT.

ROAD.

Additions or betterments during year ending September 30, 1886:

Rails	\$5,518 05
Engineering expenses	10 00
Right of way.....	2,249 45
Hoist.....	278 97
Total.....	\$8,151 47

EQUIPMENT.

Incidentals	188 50
Total cost of road and equipment for year.	\$8,339 97
Grand total cost of road and equipment to September 30, 1886.....	\$556,298 23

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$45,823 61
Less operating expenses (excluding all taxes).....	55,650 49
Gross loss from all sources	\$9,826 88
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued	\$33,600 00
Taxes on property used in operation of road.....	1,071 30
Taxes on earnings and capital stock.....	65 58
	34,736 88
Deficit for year ending September 30, 1886.....	\$44,563 76

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$44,563 76
Deficit up to September 30, 1885.....	46,850 93
	\$91,414 69
Deduct interest on loans.....	\$1,652 21
Add rents.....	\$112 65
Add discount reconstruction certificates	200 00
Add old balance from agents and conductors.....	172 97
	485 62
	1,166 59
Total deficit September 30, 1886.....	\$90,248 10

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$18,332 95	\$18,332 95
Passengers	\$24,748 58		24,748 58
Mail	998 44		998 44
Express	1,745 64		1,745 64
Total gross earnings	\$27,490 66	\$18,332 95	\$45,823 61

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$13,266 56	\$4,423 19	\$17,688 75
Repairs of roadbed	97 77	82 60	130 37
Repairs of bridges (including culverts and cattle-guards)	1,114 65	871 55	1,486 20
Repairs of fences	662 83	220 95	883 78
Other expenses for maintenance of way and structures	2,591 96	863 99	3,455 95
Total	\$17,733 77	\$5,911 28	\$23,645 05

Maintenance of equipment :

Repairs of locomotives	\$3,180 01	\$2,103 72	\$5,283 73
Repairs of cars	1,615 71	807 18	2,422 89
Repairs of machinery and tools	43	43	96
Other expenses for maintenance of equipment	741 05	741 17	1,482 22
Total	\$5,537 25	\$3,652 55	\$9,189 80

Conducting transportation :

Wages of conductors and men	\$1,530 82	\$1,923 28	\$3,454 10
Wages of engineers and firemen	1,591 48	1,612 92	3,204 40
Fuel for locomotives	2,325 51	2,825 49	4,651 00
Oil and waste	139 13	145 41	284 54
Water supply	74 95	74 98	149 93
Other train supplies or expenses	176 43		176 43
Wages of station agents and clerks	1,329 87	1,329 88	2,658 75
Wages for labor at stations		750 18	750 18
Station supplies	96	20	1 16
Wages of watchmen, flagmen and switchmen	649 73	649 75	1,299 58
Other expenses for conducting transportation	1,802 41	886 18	2,188 59
Total	\$9,120 84	\$9,647 77	\$18,768 61

General expenses :

Salaries of general officers and clerks	\$2,846 99	\$949 00	\$3,795 99
General office expenses and supplies	2 56	86	3 42
Stationery and printing	53 61	17 87	71 48
Legal expenses	493 16	164 88	657 54
Other general expenses	442 67	147 23	589 90
Total	\$3,338 99	\$1,279 84	\$5,118 33

Grand total operating expenses	\$36,230 85	\$20,490 94	\$56,721 79
--------------------------------------	-------------	-------------	-------------

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Cost of road	\$556,298 28
Other permanent investments, as follows, viz.:	
W. B. & E. R. R. Co	405,410 00
B. R. & C. R. R. Co	156,223 00

F. V. & C. R. R. loans.....		\$27,070 80
R. G. Taylor, trustee.....		6,940 00
Thos. F. Wood, trustee.....		1,400 00
Jno. J. Carter, trustee.....		84,000 00
<i>Current assets, as follows, viz.:</i>		
Bills receivable.....	\$1,895 22	
Due by agents.....	1,672 85	
Open accounts.....	7,949 90	
Sundries.....	114 83	
		11,132 80
Profit and loss (deficiency).....		90,248 10
		<u>\$1,288,722 43</u>

LIABILITIES.

Capital stock.....	\$480,000 00
Funded debt.....	560,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	85,620 00
Dividends unpaid.....	275 00
Audited vouchers and pay-rolls.....	44,008 40
Open accounts.....	21,084 82
Loans and bills payable.....	95,972 60
Sundries.....	1,766 66
	<u>\$1,288,722 43</u>

TRAFFIC AND MILEAGE STATISTICS.

	All local.
Number of passengers carried.....	58,490
Number of passengers carried one mile.....	584,908
Number of tons of freight carried.....	17,922
Number of tons of freight carried one mile.....	841,276
Passenger train mileage.....	44,748
Freight train mileage.....	20,658
Total train mileage.....	<u>65,406</u>

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$27,490 66	\$36,230 85	\$8,740 19
Average per passenger carried.....	47	619	149
Average per passenger per mile.....	047	061	014
Average per passenger train per mile.....	50	65	15
Freight earnings and expenses (including miscellaneous earnings).....	18,332 95	20,490 94	2,157 99
Average per ton of freight carried.....	1 02	1 14	13
Average per ton of freight per mile.....	052	053	006
Average per freight train per mile.....	58	63	07

ITEM.	Local, cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	*4.7
Average rate received per mile per ton for carrying freight, all classes.....	5.3

* Should be 04.23 cents. — R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in New York State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Cuba to State line at Ceres, single track	23.71	.....	.....	23.71	23.71
Branches or other roads, single track .....	.....	24.24	29.98	24.24	29.98
Total, single track	23.71	24.24	29.98	47.95	53.69
Sidings and turnouts on main line .....	.97	.....	.....	.97	.97
Grand total tracks, sidings and turnouts.	24.68	.....	.....	48.92	54.66
Laid with steel rail, branches or other roads .	.....	.....	2.10	.....	2.10
Laid with iron rail, main line	24.68	.....	.....	24.68	24.68

Average life of rails, iron, 5 years; average life of ties, 5 years; weight of rails per yard, steel, 40 lbs.; iron, 80 lbs.; gauge of track, 8 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Wellsville, Bolivar & Eldred.....	Wellsville	Little Genesee..	20.62	20.62	Leased...	.....	20.62
Bradford, Richburg & Cuba	State Line at Ceres	Eldred, Pa	3.62	9.36	Leased...	2.10	7.26

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Wooden bridges	3	<i>Feet.</i> 805	3	<i>Feet.</i> 805
Wooden trestles .....	.....	.....	.....	5,280
Total	3	805	3	5,585

EQUIPMENT.	Number owned.	Maximum weight of each, lbs.	Number equipped, with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	3	40,000	3	.....
Locomotives, 4 drivers	3	36,000	2	.....
Total	6	.....	5	.....

EQUIPMENT — (Continued).

	Number owned.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
First class passenger cars.....	5	.....	5	5
Second class passenger cars.....	3	.....	3	1
Baggage, mail and express cars.....	3	.....	3	3
Total	11	.....	11	9
Box freight cars.....	15	.....	.....	.....
Gondola cars.....	69	.....	.....	.....
Flat freight cars.....	36	.....	.....	.....
Dump cars.....	6	.....	.....	.....
Hand cars.....	9	.....	.....	.....
Push cars.....	11	.....	.....	.....
Total	146	.....	.....	.....

Eames' vacuum brake and Miller coupler and buffer are used on passenger cars, and hand brake on freight cars.

Switches in use are all point ones (old style).

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company (poles owned by railroad company, wires owned by W. U. T. Co.) miles	4.32	53.69
Length of steel rails laid during year in repairs, miles.....	.....	2.1
Railroads crossing road at grade.....	1	2

Passenger cars heated with coal; lighted with oil; ventilated by roof ventilators.

United States Express Company runs over this line, paying one and one-half first-class freight rates.

Contract with U. S. Government for transportation of mails, is \$53.01 per mile for 33.18 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour and meal	1,103	6
Grain.....	148	0.8
Meats and provisions.....	255	1.5
Live stock.....	170	0.9
Lumber.....	4,247	23.6
Pig and bar iron and steel	2	.....
Coal and coke.....	214	1.3
Petroleum and other oils	139	0.7
Manufactured goods.....	3,265	18
All other merchandise.....	665	4
All other agricultural products.....	497	3
All other articles not included above	7,217	40.2
Total	17,922	100

BRADFORD, ELDRED AND CUBA.

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NUMBER OF ACCIDENTS.

Record destroyed in depot fire, June, 1886.

EMPLOYEES.

Average number of persons employed (including officials) during year..... 75
 Aggregate amount of salaries and wages paid them during year..... \$30,197 11

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
T. C. PLATT.....	Receiver.....	New York city.
JOHN J. CARTER.....	General Manager.....	Bradford, Pa.
GEO. A. ECKBERT.....	Treasurer.....	Bradford, Pa.

DIRECTORS OF THE COMPANY.

Same as for 1885.

Title of company, The Bradford, Eldred and Cuba Railroad Company.
 General offices at Bradford, Pa.

BROOKLYN, BATH AND WEST END.

Organized in 1862 as Brooklyn, Bath and Coney Island Railroad. Was afterward sold out, and came into the possession of the Brooklyn, Bath and West End Railroad on the 5th day of December, 1885. The report of said company will be for a portion of the year, say from 5th of December, 1885, to 30th day of September, 1886.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	15,000	\$1,500,000
Issued for purchase of road and now outstanding.....	2,500	250,000
Number of stockholders.....		13

FUNDED DEBT.

The board of directors have authorized the issue of \$250,000 of bonds, to be known as Series A, of which \$150,000 were issued and paid (together with the \$250,000 of stock above referred to) for the purchase of the road \$150,000, and the remaining \$100,000 were directed to be applied to the payment and satisfaction of a mortgage of \$100,000, which was upon the road at the time of the purchase, \$100,000.
 Total bonds issued, \$250,000.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading and masonry	\$11,182 92	When purch'd.
Ballast	6,000 00	\$384,000 00
Superstructure (including ties).....	10,158 10	
Rails.....	1,867 84	

COST OF ROAD AND EQUIPMENT—(Continued).

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Land.....	\$3,000 00	.....
Passenger and freight stations.....	4,016 06	.....
Shops, machinery and tools.....	699 64	.....
Fuel.....	1,218 50	.....
Engineering expenses, including elevated railroad.....	2,048 93	.....
Total cost of road.....	\$40,191 49	\$424,191 49
EQUIPMENT.		
Passenger cars.....	\$5,667 75	When purc'd. \$116,000 00
Mail, baggage and express cars.....	.....	.....
Freight and other cars.....	182 25	.....
Total cost of equipment.....	\$5,850 00	\$121,850 00
Grand total cost of road and equipment.....	\$46,041 49	\$546,041 59

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Changing tracks between Locust Grove and Guntherville, Coney Island, New Utrecht and Greenwood depot.....	\$17,182 92
Changing rails, laying new rails, ties, switches, switch-stands and signals for the above work.....	10,153 10
Purchase of land at New Utrecht.....	3,000 00
Changing and making addition to stations at Greenwood depot, Coney Island, New Utrecht and Bath Beach.....	4,016 06
Purchase of new machinery for shop use.....	699 64
Fuel used by construction train in connection with changing tracks, etc....	1,218 50
Engineering expenses in connection with laying out change of tracks, curves, additions to stations and elevated railroad.....	2,048 93
Purchase of two passenger coaches.....	5,667 75
Purchase of one hand-car.....	16 00
New dump-cars under construction.....	166 25
Total.....	\$46,041 49

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$71,712 90
Less operating expenses (excluding all taxes).....	37,680 60
Net earnings from operation.....	\$34,032 30
<i>Income from other sources as follows, viz.:</i>	
Rents.....	\$1,750 80
Interest.....	43 33
Sale of real estate.....	9,500 00
	11,294 13
Gross income from all sources.....	\$45,326 43
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued.....	5,166 67
Surplus for year ending September 30, 1886.....	\$40,159 76

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Freight.....	\$333 05
Passengers.....	51,865 24

BROOKLYN, BATH AND WEST END.

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<i>Miscellaneous, as follows, viz.:</i>		
Sale of rails	\$19,454 61	
Sale of gravel	60 00	
		\$19,514 61
Total gross earnings		\$71,712 90

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>		
Repairs of track		\$1,836 73
Repairs of roadbed		2,538 65
Repairs of bridges (including culverts and cattle-guards)		375 00
Repairs of stations, shops, docks, etc.		1,641 17
Other expenses for maintenance of way and structures		808 15
Total		\$6,194 70
<i>Maintenance of equipment:</i>		
Repairs of locomotives		\$5,353 80
Repairs of cars		3,463 20
Repairs of machinery and tools		28 80
Total		\$8,840 80
<i>Conducting transportation:</i>		
Wages of conductors and men		\$2,264 87
Wages of engineers and firemen		4,243 33
Fuel for locomotives		8,285 75
Oil and waste		890 98
Wages of station agents and clerks		2,065 06
Wages of watchmen, flagmen and switchmen		2,407 88
Total		\$15,156 92
<i>General expenses:</i>		
Salaries of general officers and clerks		\$1,327 23
General office expenses and supplies		885 70
Stationery and printing		993 35
Outside agencies and advertising		270 56
Legal expenses		1,060 00
Other general expenses		2,952 34
Total		\$7,483 18
Grand total operating expenses		\$37,680 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$424,191 90
Cost of equipment		121,850 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$7,118 54	
Materials and supplies	3,000 00	
		10,113 54
		\$556,155 44
LIABILITIES.		
Capital stock	\$250,000 00	
Funded debt	250,000 00	
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued		833 83
Audited vouchers and pay-rolls		5,669 52
Open accounts		8,693 50
Loans and bills payable		1,300 00
Profit and loss (surplus)		40,159 09
		\$556,155 44

TRAFFIC AND MILEAGE STATISTICS.

	Total. All local.
Number of passengers carried	465,301
Number of passengers carried one mile	2,621,684
Number of tons of freight carried	1,210
Number of tons of freight carried one mile	8,470
Passenger train mileage	88,718
Freight train mileage	650
All other train mileage	13,725
Total train mileage	103,093

Item.	Through and local, cents.
Computed on earnings from carrying passengers only.	
Average rate received per mile for carrying passengers, all classes	*½

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Greenwood to Coney Island, single track	7
Second track on main line	3
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	11
Laid with steel rail, main line	1
Laid with iron rail, main line	10

Weight of rails per yard — steel, maximum, 70 lbs.; minimum, 60 lbs.; iron, maximum, 60 lbs.; minimum, 45 lbs.; gauge of track, 4 feet 8½ inches; ballasted with clay and gravel.

BRIDGE.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridge	1	Feet. 100

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each in lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	8	\$7,000	85,000	8
First-class passenger cars	30	2,000	1,700	.....
Flat freight cars	5	500	6,000	.....

Eames' vacuum train brake and link draw-head are used on passenger and freight cars.
The Lorenz or split and steel switches are used.

MISCELLANEOUS STATISTICS.

Length of steel rails laid during year in repairs, miles	1
Length of iron rails laid during year in repairs, miles	7

*Should be 1.98 cents. — R. R. Commissioners.

BROOKLYN, BATH AND WEST END.

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Railroads crossing road at grade	2
Overhead obstructions less than twenty feet above track	1

Passenger cars are heated with Spear improved car heaters; lighted by kerosene centre lamps, and ventilated by clear story ventilators and by Spear ventilating apparatus.

DESCRIPTION OF FREIGHT MOVED.

Tons of freight, consisting of ice, lumber and grain, carried.....	1,210
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EMPLOYEES.

Average number of persons employed (including officials) during year....	64
Aggregate amount of salaries and wages paid them.....	\$36,963 25

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
E. B. LITCHFIELD....	President.....	18 William St., New York city.
W. F. SNYDER.....	Vice-President.....	Fifth and Greene St., Philadel- phia, Pa.
I. M. BUTLER.....	Secretary and Treasurer...	114 S. Third St., Philadelphia, Pa.
GEO. A. ALLEN.....	General Manager.....	18 William St., New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAY COOKE	Philadelphia.
W. F. SNYDER.....	Philadelphia.
I. M. BUTLER.....	Philadelphia.
PERCIVAL ROBERTS.....	Philadelphia.
JAS. G. LINDSAY.....	Philadelphia.
GEO. A. ALLEN.....	New York.
E. B. LITCHFIELD.....	New York.

Title of company, Brooklyn, Bath and West End Railroad Company.

General offices at 27th street and 5th avenue, Brooklyn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 12.

For information concerning this report, address E. B. Litchfield, President.

BROOKLYN, FLATBUSH AND CONEY ISLAND.

(Date of charter, October 5, 1877.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued for actual cash and now outstanding.	5,000	500,000	\$496,160

Number of stockholders, 129.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	Mar. 1, 1878	20	P.C. 7	Mar. 1, 1898	\$500,000	\$500,000	\$500,000
Second mortgage bonds	Oct. 1, 1879	10	7	Oct. 1, 1889	500,000	500,000	474,825
Total					\$1,000,000	\$1,000,000	\$974,825

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$262,455 98
Bridges.....		36,274 56
Superstructure (including ties).....		86,540 65
Rails.....		69,110 48
Land damages.....		506,110 05
Fences.....		12,484 29
Passenger and freight stations.....	\$18 00	50,481 72
Engine and car houses.....		13,120 87
Shops, machinery and tools.....		8,689 18
Fuel and water stations.....		3,415 70
Engineering expenses.....		146,117 95
Interest and discount charged to construction.....		25,175 00
Purchase of constructed road.....		27,000 00
Telegraph line.....		1,005 00
Building, furniture, fixtures and grounds.....	12,279 88	317,552 73
Total cost of road.....	\$12,297 88	\$1,560,534 06
EQUIPMENT.		
Locomotives.....		\$55,074 26
Passenger cars.....	\$200 00	76,544 36
Freight and other cars.....		4,473 23
Total cost of equipment.....	\$200 00	\$136,091 84
Grand total cost of road and equipment.....	\$12,497 88	\$1,696,625 90

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Prospect Park station.....		\$13 00
Buildings and grounds:		
Hotel Brighton.....	\$3,655 21	
Platforms.....	5,330 92	
Gas house.....	130 92	
Ice house.....	570 04	
Drug store.....	165 41	
Grounds.....	11 25	
New roadway.....	672 67	
Music stand.....	24 50	
Gas lights and fixtures.....	1,718 46	
		12,279 88
Passenger car heating outfit.....		200 00
Total.....		\$12,497 88

* Should state months in which interest is payable.—R. R. Com'rs.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$147,882 96
Less operating expenses (excluding all taxes).....		97,811 78
Gross income from all sources.....		\$49,571 23
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$70,000 00	
Taxes on property used in operation of road.....	2,739 87	
Taxes on earnings and capital stock.....	764 68	
Taxes other than above.....	13,863 40	
Other interest due and accrued.....	7,843 99	
		95,211 94
Deficit for year ending September 30, 1886.....		\$45,640 71

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$45,640 71
Deficit up to September 30, 1885.....	35,078 26
Total deficit September 30, 1886.....	\$80,718 97

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$527 90	\$527 90
Passengers.....	\$144,019 94		144,019 94
Express.....	424 67		424 67
<i>Miscellaneous, as follows, viz.:</i>			
Rentals and privileges.....	\$2,180 45		
Sales of materials.....	230 00		
	2,410 45		2,410 45
Total gross earnings.....	\$146,855 06	\$527 90	\$147,382 96

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>		
Repairs of track.....		\$4,020 79
Repairs of stations, shops, docks, etc.....		575 75
Repairs of fences.....		284 00
Other expenses for maintenance of way and structures.....		31,108 13
Total.....		\$35,988 67
<i>Maintenance of equipment:</i>		
Repairs of locomotives.....		\$6,408 85
Repairs of cars.....		3,252 24
Total.....		\$9,661 09
<i>Conducting transportation:</i>		
Wages of conductors and men.....		\$6,156 51
Wages of engineers and firemen.....		7,048 81
Fuel for locomotives.....		15,172 38
Oil and waste.....		1,218 89
Water supply.....		1,342 87
Wages of station agents and clerks.....		5,501 88
Station supplies.....		166 76
Wages of watchmen, flagmen and switchmen.....		6,531 73
Other expenses for conducting transportation.....		1,391 89
Total.....		\$44,526 22
<i>General expenses:</i>		
Salaries of general officers and clerks.....		\$4,160 00
General office expenses and supplies.....		854 80

Stationary and printing	\$750 71
Outside agencies and advertising.....	595 73
Injuries to persons.....	561 00
Other general expenses.....	763 51
Total	\$7,685 75
Grand total operating expenses.....	\$97,811 73

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,560,534 06
Cost of equipment.....	186,091 84
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	11,659 02
Materials and supplies.....	1,400 00
Profit and loss (deficiency)	80,718 97
	\$1,790,403 89
LIABILITIES.	
Capital stock.....	\$496,150 00
Funded debt.....	1,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	172,865 00
Open accounts.....	52,139 89
Loans and bills payable.....	69,249 00
	\$1,790,403 89

TRAFFIC AND MILEAGE STATISTICS.

	All local.
Number of passengers carried.....	966,795
Number of passengers carried one mile.....	6,767,565
Number of tons of freight carried.....	829
Number of tons of freight carried one mile.....	5,388
Passenger train mileage.....	107,999
Freight train mileage.....	2,404
All other train mileage.....	2,412
Total train mileage.....	112,715

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$146,855 06	\$97,645 93	\$49,209 13
Average per passenger carried	15189	10099	05090
Average per passenger per mile.....	02169	01442	727
Average per passenger train per mile.	1 75768	1 1687	58897

ITEM.	Local, cents.
Computed on earnings from carrying passengers only.	
Average rate received per mile for carrying passengers, all classes.....	2.16993

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line, Atlantic avenue to Brighton Beach, Coney Island, single track...	7.50
Second track, main line.....	7.50
Sidings and turnouts on main line.....	2.36
Grand total of tracks, sidings and turnouts	17.36

BROOKLYN, FLATBUSH AND CONEY ISLAND.

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Laid with steel rail, main line, miles..... 15

Average life of rails—steel, 20 years; average life of ties, 5 years; weight of rails per yard, steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	9	<i>Feet.</i> 1,550
Wooden bridges	2	175
Wooden trestles	1	100
Total	12	1,825

EQUIPMENT.	Number owned.	Maximum weight of each, in lbs.	Average life of each, in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	8	64,000	5	8	
First class passenger cars.....	42	25,000	5	42	42
Baggage, mail and express cars	2	25,000	5	2	2
Total	44	.....	.....	44	44
Box freight cars.....	1	16,000	5	.....	1
Flat freight cars.....	6	15,000	2	.....	.....
Service cars.....	1	15,000	2	.....	.....
Total	8	.....	.....	.....	1

Westinghouse and Ames' vacuum brakes, and Miller coupler and buffer used on cars, and Horton split switches used on road.

MISCELLANEOUS STATISTICS.

Telegraph owned and operated by company, miles.....	8.5
Railroads crossing road over grade.....	1
Highway crossings at grade protected by gates or flagmen.....	13
Overhead obstructions less than twenty feet above track.....	11

Passenger cars are heated with steam, lighted with oil, and ventilated by Creamer's patent ventilator.

Westcott's Express Company runs over this line, and receives percentage on business done.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	13
Meats and provisions.....	48
Lumber.....	62
Coal and coke.....	168
Petroleum and other oils	85
All other merchandise.....	453
Total	829

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers .....	.....	1	1
Others	1	2	3
Total	1	3	4

EMPLOYEES.

Average number of persons employed (including officials) during year..... 73
 Aggregate amount of salaries and wages paid them during year..... \$29,393 93

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES JOURDAN.....	President.....	Brooklyn, N. Y.
E. L. LANGFORD.....	Secretary.....	Brooklyn, N. Y.
GEO. W. CHAUNCEY.....	Treasurer.....	Brooklyn, N. Y.
J. L. MORROW.....	Superintendent.....	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM MARSHALL.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
GEORGE I. MURPHY.....	Brooklyn, N. Y.
GORDON L. FORD.....	Brooklyn, N. Y.
FREDERICK A. SCHROEDER.....	Brooklyn, N. Y.
A. S. ROBBINS.....	Brooklyn, N. Y.
ALBERT DAGGETT.....	Brooklyn, N. Y.
BENJAMIN F. TRACEY.....	Brooklyn, N. Y.
GEORGE W. CHAUNCEY.....	Brooklyn, N. Y.
URIEL A. MURDOCK.....	New York city.
ROBINSON GILL.....	Brooklyn, N. Y.
ABRAHAM LOTT.....	Brooklyn, N. Y.

Title of company, Brooklyn, Flatbush and Coney Island Railroad Company.

General offices at 346 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report, address E. L. Langford, Secretary.

BROOKLYN AND MONTAUK.

LESSOR.

LESSEE — LONG ISLAND.

(Date of charter, November 20, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	9,000	\$900,000	11,000	\$1,100,000
Issued for actual cash or bonds surrendered, and now outstanding....	8,964	896,400	10,946	1,094,600

FUNDED DEBT.

DESIGNATION OF ITEM.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.†			
*I. First m'tgage b'nds of the South Side R. R. Co. of Long Island	March 1, 1887	20	p.c. 7	March 1, 1887	\$750,000	\$750,000	\$750,000
*II. Real estate mort- gages of South Side & Southern R. R. Co. ....	.....	.....	.....	.....	{ 32,500 2,000 9,500	43,500	43,500
III. First m'tgage b'nds of the Brooklyn and Montauk R. R. Co.	April 1, 1881	30	6	March 1, 1911	1,000,000	250,000	250,000
Total .....	.....	.....	.....	.....	\$1,794,000	\$1,043,500	\$1,043,500

COST OF ROAD AND EQUIPMENT.

The present cost of road and equipment, as in past reports, is represented by its capital stock	\$2,000,000 00
Mortgage debt	1,043,000 00
	<u>\$3,043,000 00</u>

and amount of permanent improvements deducted out of rental having been put upon it by Long Island Railroad Company; this amount cannot be definitely stated, but should appear in the report of Long Island Railroad Company.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$3,043,500 00
LIABILITIES.	
Capital stock	\$2,000,000 00
Funded debt	1,043,500 00
	<u>\$3,043,500 00</u>

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
DANIEL LORD	President	120 Broadway, New York city.
ALEXANDER H. STEVENS	Treasurer	62 Wall street, New York city.
FRANKLIN B. LORD	Secretary	120 Broadway, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
FRYDERICK D. TAPPEN	New York city.
ALEXANDER H. STEVENS	New York city.
DANIEL LORD	New York city.
WILLIAM H. JACKSON	New York city.
CHAS. E. MILLER	New York city.
WILLIAM FLOYD JONES	Seaford, Long Island, N. Y.
FRANCIS C. LAWRENCE, JR.	New York city.
E. B. WILLETTTS	New York city.
AUSTIN CORBIN	Islip, N. Y.
HENRY GRAVES	Orange, N. J.
J. ROGERS MAXWELL	Brooklyn, N. Y.
F. W. DUNTON	New York city.
HENRY W. MAXWELL	Brooklyn, N. Y.

* These mortgages were existing liens at the time of the organization of the company, but were not assumed by it.

† Should state months in which interest is payable.—R. R. Commissioners.

Title of company, Brooklyn and Montauk Railroad Company.
 Secretary's and President's offices at 120 Broadway, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Wednesday in November.
 For information concerning this report, address Daniel Lord, President.

BROOKLYN AND ROCKAWAY BEACH

(Date of charter, December 4, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	3,000	\$150,000 00	.....
Issued for actual cash and now outstanding.	2,950	147,500 00	\$147,500 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage...	Apr. 15, 1869	20	p.c. 7	April & Oct. 15 each year.	*\$80,000	\$58,000	†Sold at 95.

* The total amount of \$80,000 of bonds were issued and sold at 95 per cent. The company, as appears by the books, has paid \$22,000 of these bonds at par, leaving outstanding \$58,000 at this date.

† In August, 1865, bonds were issued, secured by a first mortgage to the amount of \$85,000, payable in two years; they were paid and the mortgage satisfied. They were sold at 95 per cent.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$83,716 24
Superstructure (including ties)		
Rails		
Land		
Land damages		
Fences		
Passenger and freight stations.....		
Engine and car-houses		
Shops, machinery and tools.....	\$788 16	118,885 27
Fuel and water stations.....		
Engineering expenses.....		
Interest and discount charged to construction		
Road built by contract.....		
Purchase of constructed road.....		
Telegraph line.....		
Wharfing.....		
Total cost of road.....	\$788 16	\$202,601 51
EQUIPMENT.		
Locomotives and cars.....	8,269 85	60,490 87
Grand total cost of road and equipment.....	\$4,007 51	\$263,091 88

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

The sum of \$788.16, for "Additions and Betterments" to road for right of way, was never settled for until this year. ...	\$559 66	
For improvement at Canarsie Landing	178 50	
		\$788 16
The sum of \$8,269.85, for "Additions and Betterments" to equipment, was actual cost of rebuilding a locomotive engine during the year.....		8,269 85
Total.....		\$4,007 51

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$42,373 81
Less operating expenses (excluding all taxes).....		28,789 99
Net earnings from operation.....		\$14,583 82
<i>Income from other sources as follows, viz.:</i>		
Miscellaneous.....		342 67
Gross income from all sources.....		\$14,925 99
<i>Deductions from income as follows, viz.:</i>		
Interest on funded and floating debt due and accrued	\$4,999 81	
Taxes on property used in operation of road....	\$637 08	
Taxes on earnings and capital stock.....	186 52	
Taxes other than above.....	50 97	
	874 52	
		\$15,874 33
Surplus for year ending September 30, 1886		\$9,051 66

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$9,051 66
--	------------

All the income of the company over operating expenses has been expended for new rolling stock, and in improvement of the roadbed and track.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
Passengers, local	\$38,836 81
Rents collected	4,537 00
Total gross earnings	\$43,373 81
OPERATING EXPENSES.	
<i>Maintenance of way and structures :</i>	
Repairs of track	\$1,942 07
Steel rails laid, 80 tons, cost \$1,828.18.	
Repairs of roadbed	2,205 53
Repairs of stations, shops, docks, etc	1,163 03
Total	\$5,330 63
<i>Maintenance of equipment :</i>	
Repairs of locomotives	\$581 38
Repairs of cars	646 84
Total	\$1,228 22
<i>Conducting transportation :</i>	
Wages of conductors and men	\$1,685 66
Wages of engineers and firemen	2,169 06
Fuel for locomotives	2,439 76
Oil and waste	356 54
Water supply	354 10
Wages of station agents and clerks	398 54
Cost of operating a ferry across Jamaica Bay	9,086 24
Wages of watchmen, flagmen and switchmen	1,364 00
Total	\$17,848 90
<i>General expenses :</i>	
Salaries of general officers and clerks	\$3,000 00
General office expenses and supplies	150 00
Stationery and printing	175 00
Outside agencies and advertising	413 24
Legal expenses	25 00
Police expense	\$274 00
Insurance	840 00
Total	\$4,382 24
Grand total operating expenses	\$28,789 99

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$202,601 51
Cost of equipment	60,490 37
<i>Current assets, as follows, viz.:</i>	
Cash on hand	219 37
Open accounts	2,511 88
Discrepancy	1 03
	\$265,824 16
LIABILITIES.	
Capital stock	\$147,500 00
Funded debt	58,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	5,498 97
Loans and bills payable	13,796 96
Profit and loss ledger account	41,028 23
	\$265,824 16

The companies' books were not written up September 30, 1886. The balance sheet of November 1, 1886 is given. Other portions of the report showing receipts and expenditures are for the year ending September 30, 1886.

The net earnings represented by the credit balance of profit and loss have been expended in permanent improvements on the property, and in paying \$22,000 of the bonded debt.

TRAFFIC AND MILEAGE STATISTICS—(ESTIMATED).

The road is but $3\frac{1}{2}$ miles in length, and has six stops including termini. The fare is largely collected on the trains, and no accurate account of the number of passengers carried can be kept. No freight carried. No account kept of mileage.

Average rate per mile for carrying passengers, all classes (cents) 2.625

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Miles owned, all in N. Y. State.
Main line from East New York, Kings county, to Jamaica Bay, at Canarsie, single track.....		3.50
Sidings and turnouts on main line.....		1
Grand total of tracks, sidings and turnouts.....		4.50
Laid with steel rail, main line.....		1.50
Laid with iron rail, main line.....		2

Weight of rails per yard, 50 lbs.; gauge of track, 4 feet 6 inches; ballasted with sand and coal cinders.

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	4	\$5,500 00	20 tons.	4	4
First-class passenger cars.....	13	\$1,500 00	.....	13	13
Flat freight cars, small, 4-wheel.....	6	.....	.....	.....	.....
Total.....	19	.....	.....	13	13

Eames' vacuum brake; couplers from Brill & Co., Philadelphia, used on passenger cars. Common switch used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation, about.....	\$10,000
Length of steel rails laid during year in repairs, miles.....	1-2
Highway crossings at grade without protection.....	*
Highway crossings at grade protected by gates or flagmen.....	*

Passenger cars heated by coal stoves, lighted by lamps, ventilated by windows in close cars, but most of our cars are open excursion cars for summer use.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
DEWITT C. LITTLEJOHN.....	President and Treasurer ..	Oswego, N. Y.
HENRY W. JOHNSON.....	Secretary	239 Broadway, New York.
HUGH LITTLEJOHN.....	Vice-President	Canarsie, Kings Co., N. Y.
WM. WARNER.....	Superintendent	Canarsie, Kings Co., N. Y.

* Flagmen at important crossings during summer season, and two or three during winter.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
DEWITT C. LITTLEJOHN	Oswego, N. Y.
HENRY W. JOHNSON	New York city.
HUGH LITTLEJOHN	Canarsie, N. Y.
F. C. CANTINE	Orange, N. J.
S. H. P. LATHROP	Oswego, N. Y.
S. A. LATHROP	New York city.

Title of company, The Brooklyn and Rockaway Beach Railroad Company.

General offices at Canarsie, Kings county, N. Y.

Date of close of fiscal year, December 1.

Date of stockholders' annual meeting, June 4.

For information concerning this report, address DeWitt C. Littlejohn, Oswego, N. Y.

BUFFALO, BRADFORD AND PITTSBURG.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of consolidation, March 4, 1889.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, unlimited....	.....	\$100	.....
Issued for actual cash and for construction and now outstanding	22,864	2,286,400	\$2,286,400

Number of stockholders 29

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate	When payable.			
Mortgage bonds ...	Jan. 1, 1865	31	p.c. 7	Jan. & July.	\$2,000,000	\$580,000	\$580,000

COST OF ROAD AND EQUIPMENT.

Details of the cost of this road are not obtainable. The cost was defrayed by the issue of bonds and stock of the two companies consolidating to the contractors for building their respective roads. In reports heretofore made the cost has been fixed at the amount of capital stock and mortgage debt, viz., \$2,866,400.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL HINES.....	President.....	Scranton, Pa.
AUG. R. MACDONOUGH.....	Secretary.....	New York city.
EDWARD WHITE.....	Treasurer.....	New York city.
BENJ. THOMAS.....	General Superintendent.....	Jersey City, N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SAMUEL HINES.....	Scranton, Pa.
WILLIAM A. MAY.....	Scranton, Pa.
JOSEPH H. STEELE.....	Scranton, Pa.
ABRAM K. JOHNSON.....	Bradford, Pa.
JOHN KING.....	New York city.
SAMUEL M. FELTON, JR.....	New York city.
AUG. R. MACDONOUGH.....	New York city.

Title of company, The Buffalo, Bradford and Pittsburg Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report, address A. R. Macdonough, Secretary.

BUFFALO CREEK.

(Date of charter, January 25, 1849.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	2,500	\$250,000	.....
Issued for actual cash and now outstanding.	2,500	250,000	\$250,000
Number of stockholders			10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Regist'd 1st mort..	Jan. 1, 1888	25	p.c. 6	Jan. 1, July 1	\$250,000	\$125,000	\$125,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$62,960 63
Bridges.....		182,318 26
Rails.....		218,846 67
Land.....		86,173 47
Engine and car houses.....		1,757 16
Fuel and water stations.....		4,010 40
Engineering expenses.....		7,759 63
Telegraph line.....		614 24
Extending ship canal.....		52,959 68
Shore protection (Lake Erie).....	\$1,618 14	42,699 01
Total cost of road.....	\$1,618 14	\$609,599 15
EQUIPMENT.		
Locomotives.....		41,199 90
Grand total cost of road and equipment.....		\$650,799 05

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Final payment for work on shore protection from encroachment of Lake Erie \$1,618 14

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$133,396 31
Less operating expenses (excluding all taxes).....		56,951 72
Gross income from all sources.....		\$76,444 59
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$7,500 00	
Taxes on property used in operation of road.....	7,763 77	
Taxes on earnings and capital stock.....	1,263 86	
Interest on loans.....	7,901 70	
		<u>24,428 33</u>
Surplus for year ending September 30, 1886.....		<u>\$52,015 76</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....		\$52,015 76
Surplus up to September 30, 1885.....	\$169,646 21	
Uncollectible accounts charged to profit and loss.....	58 69	
		<u>169,587 52</u>
Total surplus September 30, 1886.....		<u>\$221,603 28</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
Freight, local.....		\$133,396 31
OPERATING EXPENSES.		
<i>Maintenance of way and structures:</i>		Freight.
Repairs of track.....		\$10,436 47
Steel rails laid, cost, \$2,898.96.....		
Iron rails laid.....		
Repairs of roadbed.....		
Repairs of bridges (including culverts and cattle-guards).....		445 06
Repairs of stations, shops, docks, etc.....		1,443 00
Repairs of fences.....		3 63
Other expenses for maintenance of way and structures.....		1,876 67
Total.....		<u>\$13,694 90</u>

BUFFALO CREEK.

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Maintenance of equipment:

Repairs of locomotives.....	\$3,642 57
Repairs of cars	770 84
Repairs of machinery and tools.....	190 72

Total.....\$4,604 13

Conducting transportation:

Wages of conductors and men	\$7,870 58
Wages of engineers and firemen	6,942 89
Fuel for locomotives	3,242 52
Oil and waste	478 63
Water supply.....	657 14
Other train supplies or expenses.....	359 68
Wages of station agents and clerks.....	4,184 88
Wages of watchmen, flagmen and switchmen.....	6,461 66

Total.....\$29,692 19

General expenses:

Salaries of general officers and clerks.....	\$5,292 82
General office expenses and supplies	407 01
Stationery and printing	468 88
Legal expenses	787 08
Loss and damage of freight and baggage.....	888 70
Injuries to persons.....	55 00
Telegraph maintenance and operation	1,067 11

Total.....\$3,960 50

Grand total operating expenses.....\$56,951 72

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$609,599 15
Cost of equipment.....	41,199 90
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$45 70
Due by agents	449 54
Open accounts	94,828 88
	94,828 57
	\$745,622 62

LIABILITIES.

Capital stock.....	\$250,000 00
Funded debt.....	125,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$1,935 00
Audited vouchers and pay rolls	5,081 94
Open accounts	2 40
Loans and bills payable.....	142,000 00
	149,019 84
Profit and loss (surplus).....	221,603 28
	\$745,622 62

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Miles owned, all in N. Y. State
Main line from William street to Peck Slip, Buffalo, single track.....	4.28
Branches or other roads	1.58
Total single track	5.83
Second track on main line	2.10
Second track on branches or other roads .....	.40
Total second track	2.50

Sidings and turnouts on main line.....	6.94
Sidings and turnouts on branches or other roads	1.98
Total sidings and turnouts.....	8.92
Grand total of tracks, sidings and turnouts.....	16.54
Laid with steel rail, main line.....	7.47
Laid with steel rail, branches or other roads	1.73
Laid with iron rail, main line	5.13
Laid with iron rail, branches or other roads.....	2.21

Average life of ties, 10 years; weight of rails per yard, 58 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Owned or leased.	Miles of double track and sidings.	Miles laid with steel rail.	Miles laid with iron rail.
Prennatt street.....	Main line.....	Oil refineries...	0.78	Owned..	1.33	0.20	1.13
Beach Branch	Main line.....	Lake Erie.....	0.78	Owned..	2.61	1.53	1.08

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	2	520
Wooden trestles	8	1,520
Total.....	10	2,040

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotives, 6 drivers.....	5	\$3,289 98	64,000

No cars owned by this company; all kinds of brakes on cars from connecting roads. Stub switch used formerly. Putting in safety switches on new work where required.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles.....	8
Total assessed value of real estate and personal property of company.....	\$361,840 00
Length of steel rails laid during year in repairs, miles.....	0.68
Railroads crossing road at grade.....	6
Railroads crossing over or under grade.....	1
Highway crossings at grade without protection.....	2
Highway crossings at grade protected by gates or flagmen	7

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Anthracite coal	809,987	88
Bituminous coal	743,272	80
All other articles not included above	907,240	87
Total	2,460,449	100

NUMBER OF ACCIDENTS.

Employees	Injured.
	2

EMPLOYEES.

Average number of persons employed (including officials) during year.....	80
Aggregate amount of salaries and wages paid them during year.....	\$40,516 88

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
F. L. DANFORTH	President.....	Buffalo, N. Y.
WM. H. SAYRE	Secretary and Treasurer	Bethlehem, Pa.
R. F. GOODMAN.....	General Superintendent	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
F. L. DANFORTH.....	Buffalo, N. Y.
FREDERICK MERCUR.....	Wilkesbarre, Pa.
WILLIAM STEVENSON.....	Sayre, Pa.
WILLIAM H. SAYRE.....	Bethlehem, Pa.
JOHN KING.....	New York city.
WILLIAM LIBBEY.....	New York city.
S. M. FELTON, JR.....	New York city.

Title of company, The Buffalo Creek Railroad Company.

General offices at Bethlehem, Pa.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address William H. Sayre, Sec'y and Treasurer.

BUFFALO CREEK TRANSFER.

(Date of charter, June 23, 1881.)

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	500	\$50,000 00

COST OF ROAD.

Grading, masonry, ballast, bridges and superstructure (including ties).....	\$4,000 00
Rails, land, land damages and fences.....	46,000 00
Total cost of road up to September 30, 1886.....	\$50,000 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$50,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	175 55
Materials and supplies	24 45
	<hr/>
	\$50,200 00
	<hr/>
LIABILITIES.	
Capital stock	\$5,000 00
Unfunded debt, being mortgages on real estate.....	45,200 00
	<hr/>
	\$50,200 00
	<hr/>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line all within the city of Buffalo	1.1
Sidings and turnouts on main line .....	.5
Laid with iron rail, branches or other roads .....	.5
	<hr/>

Weight of rails per yard, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

MISCELLANEOUS STATISTICS.

Cost of real estate now held by company, exclusive of that used in operation	\$46,000 00
	<hr/>

OFFICERS OF THE COMPANY.

Name	Title.	Official address.
HORACE A. NOBLE.....	President.....	202 Main street, Buffalo.
JOHN R. WILLIAMS.....	Treasurer	202 Main street, Buffalo.
FRANK F. WILLIAMS.....	Secretary	284 Main street, Buffalo.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HORACE A. NOBLE	Buffalo, N. Y.
JOHN R. WILLIAMS	Buffalo, N. Y.
ROBERT H. WILLIAMS	Oak Ridge, Pa.
FRANK C. FERGUSON	Buffalo, N. Y.
FRANK F. WILLIAMS	Buffalo, N. Y.
JOHN L. WILLIAMS.....	Buffalo, N. Y.
ARTHUR H. WILLIAMS.....	Buffalo, N. Y.

Title of company, Buffalo Creek Transfer Railroad Company.

General offices at 202 Main street, Buffalo, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Monday in June.

For information concerning this report, address Frank F. Williams, Secretary.

BUFFALO ERIE BASIN.

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BUFFALO ERIE BASIN.

LESSOR.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

(Date of charter, July 8, 1876.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	200	\$20,000 00	.....
Issued on account of construction and now outstanding.....	.....	18,508 19	\$18,508 19
Capital stock subscribed, 200 shares.....			\$20,000 00
Number of stockholders.....			18

COST OF ROAD.

Grading, masonry and ballast.....	\$10,008 19
Bridges.....	2,500 00
Total cost of road up to September 30, 1886	\$18,508 19

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$18,508 19
LIABILITIES.	
Capital stock	\$18,508 19

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
J. TILLINGHAST.....	President and Secretary.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
J. TILLINGHAST.....	Buffalo, N. Y.
C. VANDERBILT.....	New York city.
W. K. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
E. D. WORCESTER	New York city.
J. P. CHAMBERS	New York city.
C. M. DEPEW	New York city.
J. M. TOUCEY	New York city.
F. W. VANDERBILT	New York city.

Title of company, Buffalo Erie Basin Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, April 30.

For information concerning this report, address J. Tillinghast, President.

BUFFALO, NEW YORK AND ERIE.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 20, 1857.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	15,000	\$1,500,000
Issued for actual cash and now outstanding	9,500	950,000
Number of stockholders	68	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Renewal first mortgage bonds	June 1, 1876	40	p c. 7	June 1, Dec. 1	\$2,380,000	\$2,380,000	\$2,380,000

COST OF ROAD AND EQUIPMENT.Total cost of road and equipment..... **\$3,330,000**

NOTE — The New York, Lake Erie and Western Railroad Company pays an annual rental under the lease:

Seven per cent on capital stock	\$66,500
Seven per cent interest on bonds	166,600
For organization expenses per annum	5,000
	\$238,100

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.**ASSETS.**

Cost of road and equipment	\$3,330,000 00
Other permanent investments, as follows, viz.:	
Stock of other companies	150,600 00
Current assets, as follows, viz.:	
Cash on hand	17,282 01
	\$3,497,882 01

LIABILITIES.

Capital stock	\$950,000 00
Funded debt	2,380,000 00
Current liabilities, as follows, viz.:	
Dividends unpaid	897 50

BUFFALO, NEW YORK AND ERIE.

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Bond old Corning road, not exchanged.....	\$1,800 00
Unavailable assets	149,400 00
Profit and loss (surplus).....	16,284 51
	<u>\$8,497,882 01</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
DANIEL N. LOCKWOOD.....	President	Buffalo, N. Y.
JOHN CLINTON GRAY.....	Secretary and Treas ..	115 Broadway, N. Y. city

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
THOS. BROWN, JR.....	Scottsville, N. Y.
DANIEL N. LOCKWOOD.....	Buffalo, N. Y.
HENRY H. COOK.....	New York city.
JOHN A. C. GRAY.....	New York city.
JOHN CLINTON GRAY.....	New York city.
O. H. DANIELS.....	New York city.
J. ALFRED DAVENPORT.....	New York city.
AUGUSTUS FRANK	Warsaw, N. Y.
JOHN A. MANNING.....	New York city.
SAMUEL W. MILBANK	New York city.
HENRY MARTIN.....	Buffalo, N. Y.
C. M. HUNTER.....	New York city.
FRANK S. COIT	Buffalo, N. Y.

Title of company, Buffalo, New York and Erie Railroad Company.
 General offices at 115 Broadway, New York city, and Buffalo, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in August.
 For information concerning this report, address John C. Gray, Secretary.

BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, February 14, 1883.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter ..	275,000	\$13,750,000 00	132,000	\$6,600,000 00	
Issued for actual cash	275,000	\$13,750,000 00	181,400	\$4,570,896 88	\$20,320,896 88
To be issued for converting income bonds and scrip outstanding.....	...	.....	.....	23,386 10	23,386 10
Total now outstanding	275,000	\$13,750,000 00	.....	\$4,594,282 98	\$20,344,282 98

Grand total of common and preferred stock now outstanding (including \$796.88 scrip not issued).....\$20,320,896 98
 Number of stockholders.....870

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds, W. & F.	Dec. 1, 1865	30	7	Feb. and Aug.	\$1,500,000	\$1,500,000
First mortgage bonds, Oil Creek	Apr. 1, 1863	30	6	April and Oct.	573,000	573,000
First mortgage bonds, W. & T.	July 2, 1870	20	7	Jan. and July	500,000	500,000
First mortgage bonds B., N. Y. & P. Ry.	July 1, 1871	25	6	Jan. and July	3,000,000	3,000,000
Second mortgage B., N. Y. & P. Ry.	Dec. 1, 1873	30	7	{ Mar. & June {	1,000,000	1,000,000
Consolidated mortgage B., N. Y. & P. Ry.	July 1, 1881	40	6	{ Sept. & Dec. {	*11,000,000	6,990,000
Consolidated mortgage P., T. & B.	Feb. 1, 1876	20	7	Jan. and July		
General mortgage B., P. & W.	Apr. 1, 1881	40	6	Feb. and Aug.	1,155,000	865,000
General mortgage B., N. Y. & P.	Jan. 1, 1884	40	6	April and Oct.	47,500,000	4,081,000
First mortgage trust bds. Income bds. and scrip.	May 1, 1883	40	6	Mar. and Sep. {	424,500,000	3,200,000
				May and Nov. {	42,800,000	2,748,000
						11,115
Total					\$33,523,000	\$24,458,115

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment as per last report.....	\$28,816,291 57
Changes during year.....	5,899 20
Total cost of road and equipment, September 30, 1886.....	\$28,822,190 77

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$2,598,569 35
Less operating expenses (excluding all taxes).....	2,048,842 20
Net earnings from operation.....	\$549,727 15
Income from other sources, as follows, viz.:	
Interest on investments.....	25,500 00
Gross income from all sources.....	\$575,227 15
Deductions from income, as follows, viz.:	
Interest on funded debt due.....	\$1,410,880 00
Rentals.....	61,589 88
Taxes on earnings and capital stock.....	80,848 29
Insurance.....	4,121 50
Interest on floating debt and real estate mortgages.....	147,606 50
Proportion of interest on car trusts.....	58,627 23
Old accounts charged off.....	11,253 03
	1,774,236 43
Deficit for year ending September 30, 1885.....	\$1,199,009 28

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$1,199,009 28
Deficit up to May 20, 1885.....	\$981,977 47
Deficit up to September 30, 1885.....	1,165,847 12
Total deficit September 30, 1886.....	\$2,864,856 40

\$4,000,000.00 of this issue held to retire \$3,000,000 first mortgage and \$1,000,000 second mortgage bonds.

† \$21,300,000 of this issue held to retire all prior bonds.

† \$3,439,000 of this issue held to retire all prior bonds.

\$521,000 of this issue held in sinking fund.

BUFFALO, NEW YORK AND PHILADELPHIA.

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DETAILED STATEMENT OF RENTALS.

Lake Shore and Michigan Southern Railroad, between Oil City and Storeboro.....	\$32,856 80
Philadelphia and Erie Railroad, between Warren and Irvineton.....	29,283 08
Total amount of rentals deducted from income.....	\$61,589 88

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$1,852,585 94	\$1,852,585 94
Passengers, through..... \$15,975 10			
Passengers, local..... 680,369 66			
	\$646,344 66		646,344 66
Mail.....	41,411 12		41,411 12
Express.....	27,874 72		27,874 72
Miscellaneous, as follows, viz.....	20,617 87	9,735 54	30,352 91
Total gross earnings.....	\$736,247 87	\$1,862,321 48	\$2,598,569 85

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$83,057 73	\$198,806 58	\$276,864 80
Steel rails laid.....	11,012 08	25,694 89	36,706 97
Iron rails laid.....	2,080 27	4,787 81	6,767 58
Repairs of roadbed.....	21,331 16	49,772 91	71,104 07
Repairs of bridges (including culverts and cattle-guards).....	12,987 74	30,504 88	43,492 57
Repairs of stations, shops, docks, etc.....	8,832 42	22,770 95	31,603 87
Repairs of fences.....	3,687 88	8,605 04	12,292 87
Other expenses for maintenance of way and structures.....	14,479 60	33,786 16	48,265 76
Total.....	\$157,418 82	\$369,678 67	\$527,097 49

Maintenance of equipment:

Repairs of locomotives.....	\$43,896 96	\$111,164 81	\$155,061 27
Repairs of cars.....	41,881 84	110,249 17	152,081 01
Repairs of machinery and tools.....	2,943 10	6,867 27	9,810 37
Other expenses for maintenance of equipment.....	22,980 55	53,619 26	76,600 51
Total.....	\$111,652 45	\$281,900 71	\$393,553 16

Conducting transportation:

Wages of conductors and men.....	\$50,068 85	\$182,690 09	\$182,758 94
Wages of engineers and firemen.....	51,384 24	187,408 07	188,792 81
Fuel for locomotives.....	29,220 40	119,776 29	148,996 69
Oil and waste.....	4,788 16	17,941 60	22,729 76
Water supply.....	8,854 42	21,690 40	30,544 82
Other train supplies or expenses.....	2,323 95	1,072 13	3,396 08
Wages of station agents and clerks.....	24,558 71	78,593 27	103,151 98
Wages for labor stations.....	3,617 82	28,942 03	32,559 85
Station supplies.....	11,854 80	13,074 58	24,929 88
Wages of watchmen, flagmen and switchmen.....	11,210 87	54,440 47	65,651 34
Other expenses for conducting transportation.....	40,846 62	89,675 52	130,522 14
Total.....	\$238,728 84	\$695,304 45	\$934,033 29

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$10,363 25	\$24,847 75	\$35,211 00
General office expenses and supplies.....	2,667 42	6,224 23	8,891 65
Stationery and printing.....	362 80	845 47	1,207 77
Outside agencies and advertising.....	1,056 88	.....	1,056 88
Legal expenses.....	9,971 16	28,599 56	38,570 72
Loss and damage of freight and baggage...	10 00	3,423 03	3,433 03
Damage to cattle and property.....	1,098 95	5,968 00	7,066 95
Injuries to persons.....	3,576 97	828 96	4,405 93
Telegraph maintenance and operation.....	13,388 98	26,947 04	40,286 02
Mileage of cars of other companies (debit balance).....	2,854 17	52,378 41	55,232 58
Other general expenses.....	1,138 87	2,657 86	3,796 23
Total.....	\$46,438 45	\$147,719 81	\$194,158 26
Grand total operating expenses.....	\$554,288 56	\$1,494,603 64	\$2,048,842 30

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment.....	\$28,822,190 77
<i>Other permanent investments, as follows, viz.:</i>	
Stock and bonds, leased lines.....	4,657,300 00
Stocks and bonds of companies, including \$1,500,000 general mortgage bonds.....	3,346,112 99
Leases in estates.....	7,000,000 00
Real estate.....	514,580 78
Buffalo terminal lands.....	116,028 23
Bonds held in trust by U. S. Trust Co., trustees of first mortgage.....	3,100,000 00
Deferred interest on car trusts.....	351,763 35
Funded coupons.....	622,625 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	7,234 09
Due by agents.....	89,746 52
Open accounts.....	380,905 35
Materials and supplies.....	98,059 78
Sinking fund.....	52,000 00
Equipment furnished by receiver.....	140,533 65
Suspense account.....	79,402 26
Accrued interest.....	167,338 34
Profit and loss (deficiency).....	2,364,856 40
	<u>\$51,905,677 51</u>

LIABILITIES.

Capital stock.....	\$20,320,896 88
Capital held for converting income bond and scrip.....	23,886 10
Funded debt.....	24,458,115 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	2,780,900 34
Dividends unpaid.....	817 75
Audited vouchers and pay-rolls.....	851,606 33
Sundry debts and interest due.....	107,325 85
Loans and bills payable, company's account.....	1,611,579 20
Loans and bills payable, receiver's account.....	140,693 40
Car and steamboat trusts (principal and interest).....	1,638,452 66
Bond and mortgage, real estate.....	471,904 00
	<u>\$51,905,677 51</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	12,400	1,202,844	1,215,244
Number of passengers carried one mile	927,597	24,295,618	25,223,115
Number of tons of freight carried.....	1,535,669	1,397,683	2,933,352
Number of tons of freight carried one mile	269,012,492	106,539,692	375,552,184
Passenger train mileage .....	.....	.....	1,017,747
Freight train mileage .....	.....	.....	1,478,319
All other train mileage .....	.....	.....	687,896
Total train mileage .....	.....	.....	3,183,462

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$736,247 87	\$554,238 56	\$182,009 31
Average per passenger carried	53	45	08
Average per passenger per mile	02916	02196	00720
Average per passenger train per mile.	72	54	18
Freight earnings and expenses (including miscellaneous earnings).....	1,862,321 43	1,494,608 64	367,712 84
Average per ton of freight carried....	63	51	12
Average per ton of freight per mile ..	004958	003979	000979
Average per freight train per mile....	1 25	1 01	24

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 01.83	Cents. 02.59	Cents. 02.56
Average rate received per mile per ton for carrying freight, all classes.....	.....	.....	00.4958

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line.....	198.09	427.54	.....	.....	198.09	427.54
Union Terminal Railroad.....	2.31	2.31	.....	.....	2.31	2.33
Total of branches or other roads .....	.....	.....	116.86	233.31	116.86	233.31
Single track on main line	200.40	429.35	.....	.....	200.40	429.35
Single track branches or other roads.....	.....	.....	116.86	233.31	116.86	233.31
Total single track.....	200.40	429.35	116.86	233.31	317.26	663.16

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Sidings and turnouts on main line.....	38.17	101.38	48.72	51.50	86.89	155.88
Sidings and turnouts on branches or other roads.....				2.39		2.39
Total sidings and turnouts.....	38.17	101.38	48.72	53.89	86.89	158.27
Grand total of tracks, sidings and turnouts.....	238.57	581.23	165.58	290.20	404.15	681.43

Average life of rails — steel, 10 years; iron, 4 years; average life of ties, white oak, 8 years, chestnut, 5 years, hemlock, 3½ years; weight of rails per yard, steel, maximum, 67 lbs., minimum, 40 lbs; iron, maximum, 56 lbs., minimum, 30 lbs; gauge of track, 4 feet 8½ inches and 8 feet; ballasted with gravel generally.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Olean, Bradford and Warren.....	Olean.....	State Line.....	12	12	Leased.....	3.96	8.04
Olean, Bradford and Warren.....	State Line.....	Bradford.....		14	Leased.....	3.79	10.21
Kendall and Eldred.....	Eldred.....	Tarport.....		18	Leased.....	.50	17.50
Bradford.....	Bradford.....	Kinzua Junct'.....		14	Leased.....		14.
Kinzua.....	Kinzua Junct'n.....	Kinzua.....		12	Leased.....		12.
Genesee Valley Canal.....	Rochester.....	Hinsdale.....	98.90	98.90	Leased.....	93.30	3.60
Genesee Valley Terminal.....	Junction.....	Lincoln Park.....	2.46	2.46	Leased.....	2.46	
Mayville Extension.....	Mayville.....	Chautauque.....	3.50	3.50	Leased.....		3.50
McKean and Buffalo.....	Larabee.....	Clermont.....	22.13			22.15	
Philadelphia and Erie.....	Warren.....	Irvineton.....	6.30		Traffic lease	6.30	
L. S. and M. S.....	Oil city.....	Stoneboro.....		30	Traffic lease	30	
			116.86	233.31		164.46	68.85

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron girders.....	26	447	80	544
Iron bridges.....	17	2,923	19	3,383
Wooden bridges.....	86	4,312	80	10,470
Wooden girders.....	244	2,215	405	4,401
Wooden trestles.....	106	24,580	226	42,714
Total.....	429	34,477	760	61,512

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Total number, all owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers	8	\$11,000 00	108,000	15	3	.....
Locomotives, 6 drivers	44	9,500 00	98,500	15	.....	.....
Locomotives, 4 drivers	64	8,500 00	88,000	15	34	.....
Total	116	.....	.....	.....	37	.....
First class passenger cars....	57	\$4,900 00	45,000	18	57	57
Second class passenger cars .	22	2,800 00	40,000	18	22	22
Baggage, mail and express cars	38	2,700 00	35,000	18	38	38
Total	117	.....	.....	.....	117	117
Box freight cars.....	801	\$495 00	20,000	12	.....	.....
Stock freight cars	17	400 00	16,000	12	.....	.....
Coal freight cars	3,949	425 00	22,000	12	.....	300
Flat freight cars	351	280 00	15,000	12	.....	.....
Caboose, 4-wheel cars	35	400 00	.....	12	.....	.....
Caboose, 8-wheel cars	4	500 00	.....	12	.....	.....
Service cars.....	26	.....	.....	.....	6	2
Total	5,183	.....	.....	.....	6	302

Westinghouse brake and Miller coupler are used on passenger cars, and Bird coupler on freight cars.

Common stub and split rail point switches are used.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Length of steel rails laid during year in repairs.....	13.26	30.25
Railroads crossing road at grade.....	18	30
Railroads crossing road over or under grade.....	11	18
Highway crossings at grade without protection	521	1,034
Highway crossings at grade protected by gates or flagmen..	21	31
Highway crossings over or under grade	15	18
Overhead obstructions less than 20 feet above track	29	60

Passenger cars are heated by stoves and lighted by lamps.

American Express Company runs over this line, per classification per weight.

Pullman's sleeping cars run over this line.

Empire, Globe and Green transportation lines run over this line.

Contract with United States Government for transportation of mails, \$41,411.12 per year.

DESCRIPTION OF FREIGHT MOVED.

	Tonnage.
Grain	126,080
Live stock	4,988
Lumber	483,224
Pig and bar iron and steel	136,058

	Tonnage.
Iron or other ores	51,256
Coal and coke	1,266,532
Petroleum and other oils	308,533
Manufactures	316,042
All other articles not included above	242,659
Total	2,933,352

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	17	.....	17
Employees	38	7	45
Others	12	13	25
Total	67	20	87

EMPLOYEES.

Average number of persons employed (including officials) during year	2,456
Aggregate amount of salaries and wages paid them during year	\$1,334,687 30

OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Title.</i>	<i>Official Address.</i>
G. CLINTON GARDNER	President	New York city.
CALVIN H. ALLEN	1st Vice-President	New York city.
ARCHER N. MARTIN	2d Vice-President	New York city.
JOHN DOUGHERTY	Treasurer	New York city.
JOSEPH R. TRIMBLE	Secretary	Philadelphia, Pa.
F. S. BUELL	Cashier	Buffalo, N. Y.
WM. L. DOYLE	Auditor	Buffalo, N. Y.
GEO. S. GATCHELL	General Superintendent	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. CLINTON GARDNER	New York city.
C. H. CLARK	New York city.
JOSEPH S. HARRIS	Philadelphia, Pa.
B. K. JAMISON	Philadelphia, Pa.
E. W. CLARK	Philadelphia, Pa.
ISAAC N. SELIGMAN	New York city.
E. F. WINSLOW	New York city.
A. N. MARTIN	New York city.
C. H. ALLEN	New York city.
BRYCE GRAY	New York city.
E. L. OWEN	New York city.
B. C. RUMSEY	Buffalo, N. Y.
P. P. PRATT	Buffalo, N. Y.

Title of company, The Buffalo, New York and Philadelphia Railroad Company.

General offices at Mills' building, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address John Dougherty, Treasurer.

BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, October 24, 1885.)

The Buffalo, Rochester and Pittsburgh Railroad Company was organized under a charter bearing above date and duly filed, in the office of the Secretary of State of the State of New York, at Albany. The purpose of its incorporation was to maintain and operate the railroad of the Rochester and Pittsburgh Railroad Company, the property and franchises of which were acquired at a sale thereof pursuant to a judgment of the Supreme Court of the State of New York, sitting in Monroe county, bearing date June 20, 1885.

The property owned by this company is briefly described as follows:

The railroad constructed, or to be constructed, and owned by said Rochester and Pittsburgh Railroad Company on the first day of February, 1881, or at any time thereafter constructed or acquired, extending from the city of Rochester in the county of Monroe and State of New York, through the counties of Genesee, Wyoming, to Salamanca in Cattaraugus county in said State; and also extending from the city of Buffalo in Erie county in said State to the State line between the States of New York and Pennsylvania in the county of Cattaraugus in the State of New York, and the county of McKean in the State of Pennsylvania; together with all rights and franchises owned by said Rochester and Pittsburgh Railroad Company and appertaining or belonging to said road; and all the rolling stock, equipment and supplies to said Rochester and Pittsburgh Railroad Company belonging.

The company leased the Perry Railroad located wholly within the county of Wyoming in the State of New York, under chapter 218, Laws of 1889, of the State of New York.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter, and all issued for purchase of the road, and now outstanding.....	48,000	\$4,800,000	60,000	\$6,000,000

Grand total of common and preferred stock now outstanding \$10,800,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ...	Feb. 1, 1881	40	6	Feb. & Aug.	\$1,800,000	\$1,800,000	.....
Second mortgage and income.	Feb. 1, 1881	40	6	Feb. & Aug.	1,870,000	1,870,000	.....
First mortgage Perry Railroad...	June 1, 1882	30	7	[If earned]. June & Dec.	20,000	20,000	\$20,000
First mortgage consols	Dec. 1, 1882	40	6	June & Dec.	6,500,000	2,380,000	.....
Car trusts, series 1. ....	.....	..	7	Mar. & Sept.	178,000	188,000	.....
Car trusts, series 2. ....	.....	..	7	Apr. & Oct.	497,000	447,000	.....
Car trusts, series 3. ....	.....	..	7	May & Nov.	500,000	99,000	.....
Car trusts, series 4. ....	.....	..	7	Jan. & July	104,000	104,000	.....
Car trusts, series 5. ....	.....	..	6	.....	.....	198,000	.....
Rochester & State Line—reorganization scrip not presented .....	.....	..	..	.....	.....	70	.....
Total. ....	.....	..	..	.....	.....	\$6,531,070	.....

NOTE.—The first mortgage consol bonds apportioned to the Pittsburgh and State Line Railroad Company, covering road in Pennsylvania, amounting to \$1,560,000 are not included in the above table.

The first mortgage consolidated bonds are limited in issue to \$20,000 per mile of completed road. The mileage of the company originally permitted the issue of \$5,220,000, but of this amount \$1,300,000 are held by the trustee to cover the outstanding \$1,300,000 first mortgage bonds on the Rochester division. Of the remaining \$3,920,000 that could be issued, \$935,000 is reserved to take up the \$1,370,000 income and mortgage bonds of the Rochester division. Of this amount, \$696,000 has been issued, and \$1,392,000 of the income and mortgage bonds have been received by the trustee, making the actual amount of first mortgage consolidated bonds outstanding September 30, 1886, \$3,321,000, of which amount \$1,560,000 is apportioned to the Pittsburgh and State Line Railroad, covering the road in Pennsylvania, and of income and mortgage bonds not held by trustee of first mortgage consols, \$478,000.

COST OF ROAD AND EQUIPMENT.

ROAD.

Cost of road up to and additions or betterments during year ending September 30, 1886:

Grading and masonry	\$2,981 63
Ballast	9,548 90
Bridges	779 15
Superstructure (including ties)	14,798 14
Rails	22,608 50
Land	7,065 79
Fences	209 63
Passenger and freight stations	2,138 48
Engine and car houses	1,318 47
Shops, machinery and tools	17,842 52
Purchase of old road by reorganized company	12,010,725 47
Wharfing	905 13
Reorganization expenses	10,070 53
Total cost of road	\$12,100,487 39

EQUIPMENT.

Locomotives	\$1,113 29
Freight and other cars	241,998 41
Purchase of equipment by reorganized company	1,750,088 00
Road service	594 83

Total cost of equipment **\$1,993,794 53**

Grand total cost of road and equipment up to September 30, 1886 **\$14,094,281 92**

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$772,293 77
Less operating expenses (excluding all taxes)	591,445 73

Net earnings from operation **\$180,847 99**

Income from other sources, as follows, viz.:

Dividend on Rochester and Pittsburgh Coal and Iron Co. stock	\$90,000 00
Miscellaneous receipts	8,090 96
	98,090 96

Gross income from all sources **\$278,938 95**

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$258,506 43
Taxes on property used in operation of road	28,045 82
Taxes on earnings and capital stock	2,713 33
Taxes other than above	699 10
Interest on floating debt	928 55
	290,898 73

Deficit for year ending September 30, 1886 **\$16,954 78**

BUFFALO, ROCHESTER AND PITTSBURGH.

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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$628,170 47	\$628,170 47
Passengers.....	\$125,418 83		125,418 83
Mail.....	11,121 27		11,121 27
Express.....	5,556 43		5,556 43
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	\$339 96	227 77	
News privileges.....	425 00		
Rents.....	619 84	415 29	
Interest on balances.....	641 97	430 12	2,026 77
Total gross earnings.....	\$143,050 12	\$629,243 65	\$772,298 77

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track, roadbed, etc.....	\$7,539 51	\$15,807 43	\$22,846 99
*Steel rails laid, 640.8 tons, cost, \$38,699.80;			
iron rails laid, 848.35 tons, cost, \$5,795.23.	587 55	1,160 58	1,748 13
Repairs of roadbed.....	20,055 10	40,717 92	60,773 02
Repairs of bridges (including culverts and			
cattle-guards).....	5,052 69	10,258 49	15,311 18
Repairs of stations, shops, docks, etc.....	2,662 37	3,150 99	5,813 36
Repairs of fences.....	1,510 53	3,066 84	4,577 37
Other expenses for maintenance of way and			
structures.....	3,441 64	6,987 57	10,429 21
Total.....	\$40,849 39	\$80,649 37	\$121,499 26

Maintenance of equipment :

Repairs of locomotives.....	\$10,843 98	\$23,996 41	\$34,840 39
Repairs of cars.....	7,740 39	29,334 09	37,074 48
Repairs of machinery and tools.....	955 33	1,989 70	2,895 03
Other expenses for maintenance of equip-			
ment.....	5,415 47	31,690 45	37,105 92
Total.....	\$24,955 22	\$87,460 65	\$112,415 87

Conducting transportation :

Wages of conductors and men.....	\$12,170 61	\$38,613 43	\$50,784 09
Wages of engineers and firemen.....	12,538 83	34,665 80	47,202 63
Fuel for locomotives.....	5,624 50	21,225 75	26,850 25
Oil and waste.....	1,139 43	2,681 54	3,820 97
Water supply.....	1,066 78	2,165 88	3,232 66
Other train supplies or expenses.....	5,205 29	4,817 20	10,022 49
Wages of station agents and clerks.....	6,801 25	17,065 25	23,866 50
Wages for labor at stations.....	1,430 82	5,584 40	7,015 22
Station supplies.....	1,298 61	1,550 44	2,849 05
Wages of watchmen, flagmen and switchmen	9,966 96	33,148 29	43,115 25
Other expenses for conducting transporta-			
tion.....	25,537 82	31,223 59	56,761 41
Total.....	\$82,578 90	\$192,741 62	\$275,320 52

General expenses :

Salaries of general officers and clerks.....	\$2,924 49	\$5,937 61	\$8,862 10
General office expenses and supplies.....	333 88	779 23	1,113 11
Stationery and printing.....	2,569 60	4,662 12	7,231 72
Outside agencies and advertising.....	1,602 37	40 73	1,643 60
Legal expenses.....	763 26	1,549 65	2,312 91

* Charged in construction account, being cost of renewing iron rails with steel.

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Loss and damage of freight and baggage.....		\$373 28	\$373 28
Damage to cattle and property.....	\$685 01	524 33	1,209 34
Injuries to persons	644 60	539 84	1,183 44
Telegraph maintenance and operation.....	6,804 05	11,241 13	18,045 18
Mileage of cars of other companies (debit balance).....	31 45	84,173 40	84,204 85
Other general expenses.....	1,978 43	4,006 67	5,985 10
Total	\$18,382 59	\$63,827 54	\$82,210 13
Grand total operating expenses.....	\$166,766 10	\$424,679 68	\$591,445 78

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$12,100,487 89
Cost of equipment		1,998,794 53
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies.....		1,028,670 50
Redemption fund		1,778,000 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$126,319 07	
Due on subscription to preferred stock	308,003 71	
Due by agents	75,961 01	
Open accounts	17,450 04	
Materials and supplies	81,553 15	
Due from Pittsburgh and State Line Railroad.....	48,180 89	
		657,468 87
Profit and loss (deficiency)		16,954 78
		17,575,875 57
LIABILITIES.		
Capital stock		\$10,800,000 00
Funded debt		6,581,070 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$78,054 13	
Audited vouchers and pay rolls.....	83,607 58	
Open accounts	19,616 57	
Receiver Rochester and Pittsburgh Railroad.....	68,027 29	
		244,805 57
		\$17,575,875 57

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried.....	11,924	212,373	224,296
Number of passengers carried one mile	1,143,184	4,496,621	5,639,805
Number of tons of freight carried	17,896	880,458	898,354
Number of tons of freight carried one mile	1,894,400	57,854,172	59,748,572
Passenger train mileage.....			174,924
Freight train mileage			351,178
All other train mileage.....			18,102
Total train mileage			544,204

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$143,050 12	\$166,766 10	\$23,715 98
Average per passenger carried.....	687	743	106
Average per passenger per mile.....	025	029	004
Average per passenger train per mile.....	817	958	186
Freight earnings and expenses (including miscellaneous earnings)....	629,243 65	424,679 68	Profit.
Average per ton of freight carried.....	70	478	204,563 97
Average per ton of freight per mile....	0105	0071	227
Average per freight train per mile....	1 792	1 209	0084
			588

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class	03
Average rate received per mile for carrying passengers, all classes*	2.5
Average rate received per mile per ton for carrying freight, all classes.....	01.06

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Rochester and Buffalo to State Line, Pennsylvania, single track	166.18	.....	166.18
Branches or other roads, single track .....	.....	1.03	1.03
Total single track	166.18	1.03	167.21
Second track on main line	1.86	.....	1.86
Sidings and turnouts on main line	41.08	.....	41.08
Sidings and turnouts on branches or other roads.....	.....	.24	.24
Total sidings and turnouts	41.08	.24	41.32
Grand total of tracks, sidings and turnouts	209.12	1.27	210.39
Laid with steel rail, main line.....	166.18	.....	166.85
Laid with iron rail, branches or other roads .....	.....	1.03	1.03

Average life of rails, steel, 12 years; iron, 7 years; average life of ties, 6 years; weight of rails per yard, steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 56 lbs., gauge of track, 4 feet 8½ inches; ballasted with gravel and broken stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with iron rail.
Perry Railroad	Silver Lake Junction...	Silver Springs....	1.03	1.03	Leased...	1.03

* Should be 2.22 cents. — K. K. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

BRIDGES	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	15	<i>Feet.</i> 2,992
Wooden bridges.....	6	650
Wooden trestles.....	161	21,240
Total	182	24,882

EQUIPMENT.	No. owned.	No. in car trusts.	Total number.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	34	34	139,900	20	17	.....
Locomotives, 6 drivers.....	6	6	102,000	20	2	.....
Locomotives, 4 drivers.....	11	9	105,000	20	15	.....
Locomotive tender, extra.....	1	1	.....	.....	.....	.....
Total.....	12	40	61	.....	.....	34	.....
First-class passenger cars.....	6	22	28	45,000	20	28	28
Second-class passenger cars.....	2	2	2	45,000	20	2	.....
Baggage, mail and express cars.....	1	11	12	40,000	12	12	12
Total.....	9	33	42	.....	.....	42	40
Box freight cars.....	.....	.....	868	21,000	18	.....	.....
Stock freight cars.....	.....	.....	10	20,000	12	.....	.....
Coal freight cars.....	.....	.....	3,028	17,000	15	.....	.....
Flat freight cars.....	.....	.....	200	15,500	15	.....	.....
Caboose, 4-wheel cars.....	6	6	12,450	20	20	.....	.....
Caboose, 8-wheel cars.....	.....	28	27,000	20	.....	.....	.....
Third-class coach.....	.....	1	.....	.....	.....	1	1
Service cars.....	.....	97	.....	.....	.....	.....	.....
Total.....	.....	4,238	.....	.....	.....	1	1

Hand and Westinghouse air brakes with Miller platform and coupler are used on passenger coaches; hand brakes with link and pin coupler used on freight cars.
Jersey City split and safety switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	238.80
Length of steel rails laid during year in repairs, miles.....	18.33
Length of iron rails laid during year in repairs, miles	2.73
Railroads crossing road at grade	6
Railroads crossing road over or under grade.....	5
Highway crossings at grade without protection.....	196
Highway crossings at grade protected by gates or flagmen.....	17
Highway crossings over or under grade	9
Overhead obstructions less than twenty feet above track	11

Passenger cars are heated with Spier stoves and Baker heaters; lighted with sperm oil lamps, and ventilated with ventilators in doors and clear story.

The American Express Company runs over this line at agreed rates based on weight.

The Merchants' Despatch Transportation Company runs its cars in regular freight trains over this line; terms, agreed rates and per cents.

Compensation for transportation of United States mails based upon weight of mail matter.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	4,924	.6
Grain.....	15,955	01.8
Meats and provisions.....	7,608	.9
Live stock.....	1,776	.2
Lumber.....	94,859	10.5
Pig and bar iron and steel.....	11,854	01.3
Iron or other ores.....	888	.1
Coal and coke.....	674,968	75.2
Petroleum and other oils.....	1,090	.1
Manufactures.....	47,653	05.3
All other merchandise.....	16,889	01.6
All other agricultural products.....	7,985	.9
All other articles not included above.....	13,710	01.5
Total.....	998,354	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	.....	1	1
Employees.....	20	2	22
Others.....	5	2	7
Total.....	25	5	30

EMPLOYEES.

Average number of persons employed per month (including officials) during year.....

857

Aggregate amount of salaries and wages paid them per month.....

44,545 64

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WALSTON H. BROWN.....	President.....	New York city.
THOS. F. WENTWORTH.....	Secretary.....	New York city.
FRED. A. BROWN.....	Treasurer.....	New York city.
GEORGE E. MERCHANT.....	General Manager.....	Rochester, N. Y.
JOHN F. DINKEY.....	Auditor and Asst. Treasurer.....	Rochester, N. Y.
JAMES T. GARDNER.....	General Superintendent.....	Buffalo, N. Y.
WILLIAM E. HOYT.....	Chief Engineer.....	Rochester, N. Y.
C. W. MILLS.....	Superintendent M. P. and M.....	Rochester, N. Y.
J. S. EMERY.....	General F. and P. Agent.....	Rochester, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
WALSTON H. BROWN.....	New York city.
FRED. A. BROWN.....	New York city.
ADRIAN ISELIN.....	New York city.
ADRIAN ISELIN, JR.....	New York city.
F. D. TAPPAN.....	New York city.
AUGUSTE RICHARD.....	New York city.
GEORGE W. PARSONS.....	New York city.
WHEELER H. PECKHAM.....	New York city.
JOHN G. NEESER.....	New York city.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name.</i>	<i>Residence.</i>
F. O. FRENCH.....	New York city.
JOHN H. HOCART.....	New York city.
ALFRED ROOSEVELT.....	New York city.
A. H. STEVENS.....	New York city.

Title of company, Buffalo, Rochester and Pittsburgh Railroad Company.
 General offices at Rochester, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, third Wednesday in November.
 For information concerning this report, address John F. Digkey, Auditor and Assistant Treasurer.

BUFFALO AND SOUTH WESTERN.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, December 11, 1877.)

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter ...	4,719	\$471,900 00	4,719	\$471,900 00	... ..
Issued for actual cash and now outstanding	4,718½	471,833 33	4,718½	471,833 33	\$943,686 66

Number of stockholders..... 42

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Dec. 17, 1877	30	gold 6	Jan. 1 and July 1	\$1,500,000	\$1,500,000	\$1,500,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Grading and masonry.....		\$2,126 00
Bridges.....		4,010 40
Superstructure (including ties), rails.....		178,986 16
Land, land damages and fences.....		4,594 95
Passenger and freight stations.....		1,963 50
Engine and car-houses, shops, machinery and tools.....		2,914 83
Purchase of constructed road.....		2,245,824 35
Total cost of road.....		\$2,440,372 19

EQUIPMENT.

Locomotives.....	\$80,644 23
Passenger cars.....	935 25
Freight and other cars.....	31,933 70
Total cost of equipment.....	\$63,563 18
Grand total cost of road and equipment.....	\$2,503,985 37

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation (see analysis of gross earnings below).....	\$98,108 79
Less operating expenses (excluding all taxes).....	6,471 65
Gross income from all sources.....	\$91,637 14
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$90,000 00
Taxes on earnings and capital stock.....	1,260 71
	91,260 71
Surplus for year ending September 30, 1886.....	\$376 43

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$376 43
Surplus up to September 30, 1885.....	62,529 85
Total surplus September 30, 1886.....	\$62,960 28

ANALYSIS OF GROSS EARNINGS.

Rental from lessees.....	\$90,831 19
Miscellaneous receipts.....	7,277 60
Total gross earnings.....	\$98,108 79

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$2,440,372 19
Cost of equipment.....	63,563 18
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$527 33
Open accounts.....	25,000 91
	25,528 24
	\$2,529,463 61

LIABILITIES.

Capital stock.....	\$943,666 66
Funded debt.....	1,500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$22,584 00
Open accounts.....	806 67
	22,890 67
Profit and loss (surplus).....	62,960 28
	\$2,529,463 61

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN F. MOULTON.....	President.....	Buffalo, N. Y.
JAMES ADAMS.....	Vice-President.....	Buffalo, N. Y.
WILSON S. BISSELL.....	Secretary and Treasurer.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN F. MOULTON.....	Buffalo, N. Y.
JAMES ADAMS.....	Buffalo, N. Y.
WILSON S. BISSELL.....	Buffalo, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name.</i>	<i>Residence.</i>
H. G. NOLTON	Buffalo, N. Y.
W. H. H. NEWMAN	Buffalo, N. Y.
O. P. RAMSDALL	Buffalo, N. Y.
GEORGE TALBOT	Buffalo, N. Y.
D. E. BAILEY	Buffalo, N. Y.
HENRY MARTIN	Buffalo, N. Y.
J. M. RICHMOND	Buffalo, N. Y.
E. G. SPAULDING	Buffalo, N. Y.
ANDREW LANGDON	Buffalo, N. Y.
R. KINGMAN	Battle Creek, Mich.

Title of company, Buffalo and South Western Railroad Company.

General offices at Buffalo, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address W. S. Bissell, Secretary and Treasurer.

CAIRO.

LESSOR.

LESSEE — CATSKILL MOUNTAIN.

(Date of charter, April 10, 1884.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	250	\$25,000	.....
Issued for actual cash and now outstanding..	199	19,900	\$19,900

Number of stockholders..... 89

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage....	May 1, 1885	20	p.c. 6	1st Nov. & May	\$25,000	\$25,000	\$22,500

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Ballast		\$7,276 32
Superstructure (including ties)		4,222 29
Rails		10,558 93
Land, land damages		8,533 61
Fences		2,073 95
Passenger and freight stations		1,809 20
Turn-tables	\$15 00	2,420 27
Fuel and water stations	55 01	1,181 07
Engineering expenses		1,063 78
Interest and discount charged to construction	200 00	2,500 00
Telephone		337 72
Contingencies	250 00	351 61
Paid to Catskill Mountain Railway Company (lessees) to be expended by them in betterment of Cairo Railroad	1,500 00	1,500 00
Total cost of road		\$38,478 70
EQUIPMENT.		
Locomotives		6,232 06
Grand total cost of road and equipment		\$44,710 76

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Road leased to Catskill Mountain Railway Company, July 21, 1885, for one year at 6 per cent on \$43,000, and lease renewed for one year at \$2,700 per annum.

Rental to September 30, 1886 — say 1 year and 3 months		\$3,255 00
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt, since issued	\$1,853 16	
Taxes on earnings and capital stock	26 87	
Miscellaneous	10 04	
		1,890 07
Net income from all sources		\$1,364 93
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 6 per cent on \$19,900 stock		1,194 00
Surplus for year ending September 30, 1886		\$170 93

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$38,478 70
Cost of equipment		6,232 06
<i>Current assets, as follows, viz.:</i>		
Cash on hand		230 17
Open accounts		755 00
		\$45,695 93
LIABILITIES.		
Capital stock		\$19,900 00
Funded debt		25,000 00
Interest on funded debt due and accrued		625 00
Profit and loss (surplus)		179 93
		\$45,695 93

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
LEWIS WOLFE.....	President.....	Athens, N. Y.
CHAS. L. RICKERSON.....	Vice-President.....	54 Harrison street, New York.
FREDERICK HILL.....	Treasurer.....	Catskill, N. Y.
SAMUEL HARRIS.....	Secretary.....	Catskill, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALFRED VAN SANTVOORD.....	New York.
CHAS. T. VAN SANTVOORD.....	New York.
GEO. M. SNYDER.....	West Hoboken, N. J.
CHAS. L. RICKERSON.....	Brooklyn, N. Y.
LEWIS WOLFE.....	Athens, N. Y.
JOHN SANDERSON.....	Athens, N. Y.
FREDERICK HILL.....	Catskill, N. Y.
CHAS. A. BEACH.....	Catskill, N. Y.
WILLIAM J. HUGHES.....	Catskill, N. Y.
HILAND HILL.....	Catskill, N. Y.
SAMUEL HARRIS.....	Catskill, N. Y.
CHAS. L. BEACH.....	Catskill, N. Y.
F. G. WALTERS.....	Cairo, N. Y.

Title of company, The Cairo Railroad Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, July 1.

Date of stockholders' annual meeting, third Tuesday in April.

For information concerning this report, address Lewis Wolfe, President.

CANAL.

LESSOR.

LESSEE — ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, April 26, 1878.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	6,000	\$60,000
Issued for actual cash, 10 per cent		\$6,000
Issued on account of construction, 90 per cent		54,000
Total now outstanding.....	6,000	\$60,000
Number of stockholders	20	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
First mortgage ...	Jan. 1, 1881	80	p.c. 6	.....	\$100,000	*\$100,000,	.....

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry, ballast, bridges, superstructure (including ties), rails ...	\$143,800 00
Land and land damages	14,985 00
Engineering expenses	2,058 75
Grand total cost of road	\$160,293 75

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Income included in report of Elmira, Cortland and Northern R. R. Co.

Deduction from income, as follows, viz.:

Interest on funded debt due and accrued	\$6,000
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GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$6,000 00
Deficit up to September 30, 1886	19,882 69
Total deficit September 30, 1886	\$25,882 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$160,293 75
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$41 99
Sundries	53,474 85
	53,516 84
Profit and loss (deficiency)	25,882 69
	\$239,692 78

LIABILITIES.

Capital stock	\$80,000 00
Funded debt	100,000 00
<i>Current liabilities, as follows, viz.:</i>	
Sundries	79,692 78
	\$239,692 78

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
AUSTIN CORBIN	President	New York city.
J. ROGERS MAXWELL	Vice-President	New York city.
WM. G. WHEELER	Secretary and Treasurer	New York city.
A. A. McLEOD	General Manager	Elmira, N. Y.

* Issued on account of construction.

REPORT OF THE RAILROAD COMMISSIONERS.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
AUSTIN CORBIN	Islip, L. I.
J. ROGERS MAXWELL	Brooklyn, N. Y.
ARCHIBALD A. MCLEOD	Elmira, N. Y.
WILLIAM G. WHEELER	New York city.
JAMES ARMSTRONG	New York city.
FREDERICK W. DUNTON	New York city.
HENRY W. MAXWELL	Brooklyn, N. Y.

Title of company, Canal Railroad Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in February.

For information concerning this report, address A. A. McLeod, General Manager.

CARTHAGE, WATERTOWN AND SACKETTS HARBOR.

LESSOR.

LESSEE — UTICA AND BLACK RIVER.

(Date of charter, February 1, 1869.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares	Par value.	No. of shares	Par value.	
Authorized by law or charter.....	7,000	\$700,000	.....	.....	.....
Issued for actual cash..	4,889 $\frac{1}{2}$	488,950	215	\$21,500	\$508,458

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.*			
First mortgage on the road from Carthage to Watertown, and rollingstock, &c.	July 1, 1871	20	p.c.	July 1, 1891	\$150,000	\$150,000	\$120,000
First mortgage on the road from Watertown to Sacketts Harbor	.....	.....	.....	.....	.....	.....	.....
Second mortgage from Watertown to Carthage.....	Sept. 16, 1873	20	7	Oct. 1, 1893	150,000	150,000	120,000
Total .....	.....	.....	.....	.....	\$300,000	\$300,000	\$240,000

* Should state months when interest is payable.— R. R. Com'rs.

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept 30, 1886.
Grading, masonry, ballast, bridges, superstructure (including ties) and rails.....		\$602,050 06
Land damages and fences		127,102 78
Engine, car houses, shops, machinery and tools		17,982 59
Engineering expenses.....		11,046 35
Total cost of road.....		\$758,181 78
EQUIPMENT.		
Locomotives.....		\$10,108 80
Passenger, mail, baggage and express car		10,170 63
Freight and other cars		5,552 06
Total cost of equipment		\$25,826 48
Grand total cost of road and equipment		\$783,958 26

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE B. PHELPS	President.....	Watertown, N. Y.
THEODORE CANFIELD.....	Vice-President.....	Sacketts Harbor, N. Y.
GEO. H. SHERMAN	Secretary and Treasurer..	Watertown, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE B. PHELPS.....	Watertown, N. Y.
GEORGE A. BAGLEY	Watertown, N. Y.
GEORGE W. KNOWLTON, JR.....	Watertown, N. Y.
ALFRED D. REMINGTON	Watertown, N. Y.
AZARIAH H. SAWYER.....	Watertown, N. Y.
FRED. R. FARWELL.....	Watertown, N. Y.
LEVI H. BROWN.....	Watertown, N. Y.
EDWARD M. GATES.....	Watertown, N. Y.
ALBERT BUSHNELL	Watertown, N. Y.
GEO. H. SHERMAN	Watertown, N. Y.
THEODORE CANFIELD	Sacketts Harbor, N. Y.
WALTER B. CAMP	Sacketts Harbor, N. Y.
ROSWELL P. FLOWER	New York city.

Title of company, Carthage, Watertown and Sacketts Harbor Railroad Company.
 General offices at Watertown, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in September.
 For information concerning this report, address G. H. Sherman, Secretary.

CATSKILL MOUNTAIN.

(Date of charter, July 2, 1885.)

For history of organization, see Report of 1885.
 Lease of Cairo railroad was renewed from July 1, 1886, at \$2,700 for one year, the Cairo Railroad Company appropriating \$1,500, to be expended by the Catskill Mountain Railway Company for betterments of the Cairo railroad.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON	
	No. of shares.	Par value.
Authorized by law or charter	890	\$89,000
Issued on account of construction and now outstanding	890	*89,000

Number of stockholders..... 32

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort'ge b'ds.	Aug. 1, 1885	20	p.c.	Feb. & Aug. 1	\$50,000	†18,000	.....
First income b'ds.	Aug. 1, 1885	30	6	Feb. & Aug. 1	238,000	‡38,000	‡29 78
Second income b'ds	Aug. 2, 1885	30	6	Feb. & Aug. 1	16,000	18,100	‡6 12
Total .....	.....	..	..	.....	\$304,000	\$261,000	\$55 88

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$6,614 38	\$6,614 38
Bridges	3,357 69	3,373 47
Rails and fastenings	283 00	331 76
Land damages ..	7 50	7 50
Fences	121 91	121 91
Passenger and freight stations	79 29	197 23
Shops, machinery and tools	10 00	33 70
Station furniture	34 71	34 71
Office furniture, safe	127 00	127 00
Purchase of constructed road	273,844 24	368,884 04
Expenses of reorganization	931 60	1,220 89
Track tools and hand cars	154 28	154 28
Siding at village station	14 15	575 20
Spur track at stone dock	169 24	169 24
Total cost of road	\$285,698 89	\$381,845 31

* Issued in exchange for Catskill Mountain Railroad Company stock as per plan of reorganization.

† Issued on account of cost of road and equipment as per plan of reorganization.

‡ Cash balances resulting from settlements.

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives .....	.....	\$15 00
Passenger cars	\$1,192 75	1,192 75
Mail, baggage and express cars	80 00	48 59
Freight and other cars	329 52	360 18
Total cost of equipment	\$1,552 27	\$1,611 52
Grand total cost of road and equipment	\$287,251 16	\$383,456 83

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Grading and masonry—widening embankments, masonry for culvert and bridge over Kiskatom creek, etc., etc.		\$6,61 43
Bridges—new iron girder bridge over Kiskatom creek, 120 feet long and guard rails for 1,015 feet of other bridges and trestle, etc.		2,857 69
Rails and fastenings—Verona nut locks and labor putting on, etc.		233 00
Land damages—recording deeds		7 50
Fences—new fences		121 91
Passenger and freight stations—new platforms, etc.		79 29
Shops, machinery and tools—sundries		10 00
Station furniture—stove, etc., for Cairo station		34 71
Office furniture—safe for general office and expenses		127 00
Purchase of constructed road—\$18,000 first mortgage bonds, \$238,000.00 first income bonds and \$5,100 second income bonds issued and cash paid in settlement of claims, as per plan of reorganization.		273,844 24
Expenses of reorganization:—		
Printing bonds, etc.	\$197 00	
Attorney	500 00	
Trustee	200 00	
Sundries	34 50	
Track tools and hand cars—two new hand cars and new tools		981 50
Siding at village station—sundries		154 28
Siding at village station—sundries		14 16
Spur track at stone dock		169 24
Passenger cars—cost of inclosing and changing three excursion cars, etc.		1,192 75
Mail, baggage and express cars—changing springs of one car.		80 00
Freight and other cars—side boards and change brakes on flat and box cars		329 52
Total		\$287,251 16

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$35,982 75
Less operating expenses (excluding all taxes)		25,204 81
Gross income from all sources		\$10,777 94
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$1,050 00	
Rentals	3,580 00	
Taxes on property used in operation of road	842 69	
Taxes on earnings and capital stock	178 69	
Taxes other than above (expenses R. R. Commission)	138 03	
Interest on loans paid and accrued	600 80	
Insurance	94 50	
		6,484 71
Surplus for year ending September 30, 1886		\$4,293 23

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$4,298 23
Surplus up to September 30, 1886.....	15,146 66
Total surplus September 30, 1886	\$19,439 89

DETAILED STATEMENT OF RENTALS.

Rental of Cairo railroad.....	\$2,580 00
Rent of terminus at Catskill landing	1,000 00
Total amount of rentals deducted from income	\$3,580 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$7,221 89	\$7,221 89
Passengers, local.....	\$23,416 74		23,416 74
Express	205 07		205 07
<i>Miscellaneous, as follows, viz.:</i>			
Extra baggage collections....	\$69 05		
Newspaper privilege.....	70 00		
	139 05		139 05
Total gross earnings.....	\$23,760 86	\$7,221 89	\$35,982 75

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track and roadbed	\$5,092 90	\$1,273 23	\$6,366 12
Clearing track of grass and weeds.....	171 07	42 77	213 84
Renewal of ties	1,657 86	414 34	2,071 70
Repairs of bridges (including culverts and cattle-guards)	650 98	162 73	813 66
Repairs of stations, shops, docks, etc.....	93 19	23 30	116 49
Repairs of fences.....	167 27	41 82	209 09
Other expenses for maintenance of way and structures, incidental.....	4 42	1 11	5 53
Total.....	\$7,837 14	\$1,959 29	\$9,796 43
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$759 20	\$198 80	\$958 00
Repairs of cars	899 54	224 88	1,124 42
Repairs of machinery and tools.....	43 59	10 89	54 48
Other expenses for maintenance of equipment	85 76	21 44	107 20
Total.....	\$1,824 09	\$456 01	\$2,280 10
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,007 35	\$501 83	\$2,509 18
Wages of engineers and firemen	1,541 87	385 47	1,927 34
Fuel for locomotives.....	2,385 98	596 49	2,982 47
Oil and waste	174 51	43 63	218 14
Water supply.....	84 32	21 08	105 40
Other train supplies or expenses.....	77 53	19 33	96 91
Wages of station agents and clerks.....	1,094 40	273 60	1,368 00
Wages for labor at stations.....	334 27	96 07	430 34
Cleaning cars and stations.....	74 26	18 56	92 82
Station supplies.....	5 44	1 36	6 80
Wages of watchmen, flagmen and switchmen	380 28	95 07	475 33
Other expenses for conducting transportation, incidental.....	15 53	3 88	19 41
Total.....	\$8,225 72	\$2,056 42	\$10,282 14

CATSKILL MOUNTAIN.

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OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$1,360 00	\$340 00	\$1,700 00
General office expenses and supplies	185 60	33 90	169 50
Stationery and printing	249 66	62 41	312 07
Outside agencies and advertising	182 00	33 00	165 00
Loss and damage of freight and baggage	11 60	2 90	14 50
Telephone maintenance and operation	269 02	67 26	336 28
Other general expenses, incidental	119 03	29 76	148 79
Total	\$2,276 91	\$569 28	\$2,846 14
Grand total operating expenses	\$20,168 86	\$5,040 95	\$25,204 81

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment		\$388,456 88
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$1,774 89	
Due by agents	1,499 78	
Open accounts	2,920 24	
Materials and supplies	1,001 01	
		7,195 91
		\$390,652 74

LIABILITIES.

Capital stock		\$89,000 00
Funded debt		261,100 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt and bills payable, due and accrued ..	\$185 00	
Audited vouchers and pay rolls	2,087 92	
Open accounts	2,807 50	
Loans and bills payable	15,000 00	
Betterments of Cairo Railroad, balance of fund unexpended ..	1,082 43	
		21,112 85
Profit and loss (surplus)		19,439 89
		\$390,652 74

TRAFFIC AND MILEAGE STATISTICS.

	Total, local.
Number of passengers carried by Catskill Mountain Railway*	24,892
Number of passengers carried one mile, both roads†	458,540
Number of tons of freight carried, about*	7,000
Number of tons of freight carried one mile, about†	98,000
Passenger and freight train mileage, mixed	21,680
All other train mileage	6,784
Total train mileage	28,464

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses, including mail, express and miscellaneous earnings	\$28,760 86	\$20,168 86	\$8,597 00
Average per passenger carried	829	581	248

* The passenger and freight traffic of the Cairo Railroad passes over Catskill Mountain Railway also, and is included in (but not added to) the number of passengers and tons of freight carried over said road.

† Includes the mileage on both the Catskill Mountain Railway and Cairo Railroad.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Average per passenger per mile	0627	0044	0187
Average per passenger train per mile.	\$1 02	0708	0802
Freight earnings and expenses, including miscellaneous earnings.....	7,221 89	\$5,040 95	\$2,180 94
Average per ton of freight carried....	1 08	72	81
Average per ton of freight per mile ..	074	0052	0022
Average per freight train per mile....	254	177	077

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first-class, C. M. Ry. Cairo Railroad	7
Average rate received per mile for carrying passengers, second-class, round trip excursion tickets, about.....	5
Average rate received per mile for carrying passengers, all classes	4
Average rate received per mile per ton for carrying freight, all classes.....	6.27
	7.37

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Catskill to Palenville, N. Y., single track.....	15.78	.....	15.78
Branches or other roads, single track.....	.....	8.77	8.77
Total single track	15.78	8.77	19.50
Sidings and turnouts on main line.....	.87	.....	.87
Sidings and turnouts on branches or other roads.....	.....	.84	.84
Total sidings and turnouts.....	.87	.84	1.21
Grand total of tracks, sidings and turnouts.....	16.60	4.11	20.71
Laid with steel rail, main line.....	16.60	.....	.....
Laid with steel rail, branches or other roads.....	.....	4.11	.....

Weight of rails per yard — steel, 40 lbs.; gauge of track, 8 feet; ballasted with gravel. Cairo Railroad, stone and a little gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.
Cairo Railroad.....	Cairo Junction.....	Cairo, N. Y.....	3.77	3.77	Leased...	3.77

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	5	<i>Feet.</i> 1,080
Wooden trestles	2	495
Total	7	1,555

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	1	3	C. M. Ry. †\$9,000 Cairo R. R. †6,000	50,000	3	3
First-class passenger cars	4	...	4	†8,000	.....	4	4
Second-class excursion cars...	6	...	6	†1,500	.....	6	9
Baggage, mail and express cars	4	...	4	1,100	.....	4	4
Total	14	...	14		.....	14	14
Box freight cars	2	...	2				
Coal freight cars	5	...	5				
Flat freight cars	4	...	4				
Service derrick cars	1	...	1				
Total	12	...	12				

Eames' vacuum brake and Janney coupler are used on passenger and baggage cars, and link and pin on freight cars.
Split switches only are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telephone owned and operated by company, 15¾ miles, leased with Cairo Railroad, 8¾ miles.....	19.5
Total assessed value of real estate and personal property of company:	
Catskill Mountain Railway	\$45,500 00
Cairo Railroad.	11,700 00
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection, Catskill Mountain Railway, 15 — Cairo Railroad, 6.....	21
Highway crossing at grade protected by gates or flagman	1
Highway crossings over or under grade	8
Overhead obstructions less than 20 feet above track	8

Passenger cars heated with ordinary stoves; lighted with astral oil; ventilated by windows and ventilators.

The American Express Company runs over this line; rate paid, 80 cents per 100 lbs., including passage of messenger.

* Originally 10 flat cars.

† Original cost.

EMPLOYEES.

Average number of persons employed (including officials) during year..	{ About *60
	{ About †70
Aggregate amount of salaries and wages paid them, during year.....	{ About ‡4
	{ \$20,840 85

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ALFRED VAN SANTVOORD..	President	Vestry Street pier, New York city.
CHARLES L. BEACH	Vice-President.....	Catskill, N. Y.
ORRIN DAY	Treasurer	Catskill, N. Y.
CHARLES A. BEACH	Gen. Supt. and Sec.	Catskill, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALFRED VAN SANTVOORD	New York city.
CHARLES L. BEACH	Catskill, N. Y.
ORRIN DAY	Catskill, N. Y.
FREDERICK HILL.....	Catskill, N. Y.
ISAAC PRUYN	Catskill, N. Y.
JOHN T. MANN.....	Catskill, N. Y.
JOHN H. BAGLEY, JR.....	Catskill, N. Y.
GEO. M. SNYDER.....	New York city.
CHARLES L. RICKERSON.....	New York city.
CHARLES T. VAN SANTVOORD	New York city.
GEO. H. BEACH	Catskill, N. Y.
JACOB I. WERNER.....	Catskill, N. Y.
CHAS. A. BEACH	Catskill, N. Y.

Title of company, Catskill Mountain Railway Company.

General offices at Catskill, N. Y.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday of June,

For information concerning this report, address Chas. A. Beach, Secretary.

CAYUGA AND SUSQUEHANNA.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 18, 1843.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	50,000	\$1,500,000 00
Total now outstanding	19,637	589,110 00
Number of stockholders.....		90

* Spring and fall.

† Summer season.

‡ Winter.

COST OF ROAD AND EQUIPMENT.

	ROAD.	total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$148,758 85
Bridges.....		24,738 12
Superstructure (including ties) and rails.....		249,513 11
Land, land damages and fences.....		44,899 16
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....		38,793 09
Engineering expenses.....		18,760 68
Total cost of road.....		<u>\$520,458 01</u>
	EQUIPMENT.	
Locomotives.....		\$57,570 90
Mail, baggage and express cars.....		20,196 88
Freight and other cars.....		1,774 21
Total cost of equipment.....		<u>\$79,541 99</u>
Grand total cost of road and equipment.....		<u>\$600,000 00</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Twelve months' rental received from lessee.....	\$54,600 00
<i>Payments from net income as follows, viz.:</i>	
Two dividends declared, 9 per cent on \$589,110 common stock.....	58,019 90
Surplus for year ending September 30, 1886.....	<u>\$1,680 10</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$1,580 10
Surplus up to September 30, 1885.....	12,895 44
	<u>\$14,475 54</u>
Less sundry small disbursements made by lessors.....	469 62
Total surplus September 30, 1886.....	<u>\$14,005 92</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

	ASSETS.	
Cost of road.....		\$520,458 01
Cost of equipment.....		79,541 99
Cash on hand.....		8,115 92
		<u>\$608,115 92</u>
	LIABILITIES.	
Capital stock.....		\$589,110 00
Profit and loss (surplus).....		14,005 92
		<u>\$608,115 92</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles owned, all in New York State.
Main line from Owego to Ithaca, single track.....	34.41
Sidings and turnouts on main line.....	6
Grand total of tracks, sidings and turnouts.....	<u>40.41</u>
Laid with steel rail, main line.....	29
Laid with iron rail, main line.....	5.41

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	12	<i>Feet.</i> 1,758
Wooden trestles	12	3,174
Total	24	4,932

EQUIPMENT	No. owned.	Average cost of each.	Maximum weight of each, pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$7,500	85,000	10	.....	.....
Locomotives, 4 drivers	4	5,000	60,000	10	3	3
Total	6	.....	.....	.....	3	3
First class passenger cars	3	\$4,000	30,000	10	3	3
Baggage, mail and express cars	2	2,600	25,000	10	2	2
Total	5	.....	.....	.....	5	5
Caboose, 4-wheel cars	1	\$300	12,000	10	.....	.....
Caboose, 8-wheel cars	1	2,000	24,000	10	.....	.....
Service cars	6	50	500	10	.....	.....
Total	8	.....	.....	.....	.....	.....

Westinghouse air brake and Miller coupler are used on passenger cars.
Stub and split switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Total assessed value of real estate and personal property of company	\$227,650
Length of steel rails laid during year in repairs, miles	3.32
Railroads crossing road at grade	4
Highway crossings at grade without protection	30
Highway crossings over or under grade	3
Overhead obstructions less than 20 feet above track	30

Passenger cars heated by coal stoves, lighted by oil lamps and ventilated by openings in roof.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
PERCY R. PYNE	President	52 Wall st., N. Y. city.
STEPHEN S. PALMER	Secretary and Treasurer	52 Wall st., N. Y. city.
W. F. HALSTEAD	General Manager	Scranton, Pa.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
PERCY R. PYNE	New York city.
JOHN I. BLAIR	Blairstown, N. J.
WILLIAM WALTER PHELPS	New York city.
SAMUEL SLOAN	New York city.
SAMUEL MERRIN	New York city.
HENRY A. C. TAYLOR	New York city.
EDWIN F. HATFIELD	New York city.
LAWRENCE TURNER	New York city.
STEPHEN S. PALMER	New York city.

Title of company, The Cayuga and Susquehanna Railroad Company.

General offices at Ithaca, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address Fred. F. Chambers, Secretary and Auditor D., L. & W. R. R. Co., 26 Exchange place, N. Y.

CHATEAUGAY.

(Date of charter, May 30, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	750	\$75 000

FUNDED DEBT.

Current loan by Chateaugay Ore and Iron Company to be paid from surplus created from time to time above expenditures for construction and equipment, \$35,374.48.

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$88,069 57
Bridges		18,026 81
Superstructure (including ties)		120,013 29
Land damages		5,035 24
Passenger and freight stations		9,714 18
Engine and car houses		8,852 07
Engineering expenses		7,025 80
Total cost of road.....		\$251,585 96
	EQUIPMENT.	
Locomotives.....		\$42,953 35
Freight and other cars.....		90,327 62
Total cost of equipment.....		\$133,280 97
Grand total cost of road and equipment.....		\$384,816 93

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$101,292 41
Less operating expenses (excluding all taxes)		86,705 81
Gross income from all sources		\$14,586 60
<i>Deductions from income, as follows, viz.:</i>		
Interest on current loan	\$2,122 46	
Rentals	1 00	
Taxes on property used in operation of road	650 00	
Taxes on earnings and capital stock	112 50	
Taxes other than above	187 50	
		3,073 46
Surplus for year ending September 30, 1886		\$11,513 14

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$90,085 04	\$90,085 04
Passengers, local	\$8,417 64		8,417 64
Mail	1,863 87		1,863 87
Express	1,264 10		1,264 10
Telegraph	162 26		162 26
Total gross earnings	\$11,207 87	\$90,085 04	\$101,292 41

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$1,920 75	\$5,584 00	\$7,504 75
Repairs of roadbed	2,908 20	8,724 05	11,632 25
Repairs of bridges (including culverts and cattle-guards)	416 20	1,115 96	1,533 16
Repairs of stations, shops, docks, etc.	104 60	400 08	504 68
Repairs of fences	50 00	150 44	200 44
Total	\$5,399 75	\$15,974 53	\$21,374 28
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$1,405 10	\$4,218 00	\$5,623 10
Repairs of cars	3,570 69	10,805 00	13,875 69
Repairs of machinery and tools	47 05	70 00	117 05
Total	\$5,022 84	\$14,593 00	\$19,615 84
<i>Conducting transportation.</i>			
Wages of conductors and men	\$1,956 60	\$5,862 00	\$7,818 60
Wages of engineers and firemen	1,616 70	4,846 08	6,462 78
Fuel for locomotives	4,787 10	14,270 10	19,057 20
Oil and waste	465 71	1,397 00	1,862 71
Water supply	28 00	79 00	105 00
Other train supplies or expenses	28 50	85 50	114 00
Wages of station agents and clerks	1,012 87	3,038 56	4,051 43
Wages for labor at stations	376 50	1,129 89	1,506 39
Station supplies	254 79	768 00	1,017 79
Wages of watchmen, flagmen and switchmen,	212 60	687 84	850 44
Total	\$10,717 87	\$32,108 97	\$42,826 34
<i>General expenses:</i>			
Salaries of general officers and clerks	\$678 70	\$2,021 30	\$2,699 00
Loss and damage of freight and baggage	48 60	145 75	194 35
Total	\$722 30	\$2,167 05	\$2,889 35
Grand total operating expenses	\$21,862 26	\$64,843 55	\$86,705 81

CHATEAUGAY.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$384,816 93
LIABILITIES.	
Capital stock	\$75,000 00
Inventory of road and equipment, above capital stock	285,955 59
Current loan	\$35,874 48
Surplus of 1886 applied	11,518 14
	23,661 34
	<u>\$384,816 93</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Local.
Number of passengers carried	12,093
Number of passengers carried one mile	209,986
Number of tons of freight carried	181,320
Number of tons of freight carried one mile	5,664,905
Total train mileage, mixed	101,151
ITEM.	Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	3.9
Average rate received per mile per ton for carrying freight, all classes	1.6

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Plattsburgh to Lyon Mountain, single track	15.92	18.41	34.33
Sidings and turnouts on main line	9.71	.50	10.21
Grand total of tracks, sidings and turnouts	25.63	18.91	44.54

Average life of ties, 5 years; weight of rails per yard — steel, 46 lbs.; gauge of track, 3 feet; ballasted with gravel; entire line laid with steel rails.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	1	Feet. 81
Wooden trestles	11	2,446
Total	12	2,527

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each.	Average life of each in years.	Number equipped with patent brake.
Locomotives, 6 drivers.....	5	.....	5	\$8,000	26 tons.	25	5
Locomotives, 4 drivers.....	1	2	3	5,000	15 tons.	25	1
Total	6	2	8	.....	.....	.....	6
First class passenger cars	2	2	4	\$1,800	.....	.....	.....
Second class passenger cars	2	.....	2	1,000	.....	.....	.....
Baggage, mail and express cars.....	2	.....	2	700	.....	.....	.....
Total	4	2	6	.....	.....	.....	.....
Box freight cars.....	24	6	30	.....	.....	.....	.....
Ore freight cars.....	247	.....	247	.....	.....	.....	.....
Flat freight cars	81	9	90	.....	.....	.....	.....
Caboose, four-wheel cars	1	.....	1	.....	.....	.....	.....
Total	353	15	368	.....	.....	.....	.....

Hand brake, draw bar and link coupler used on cars, and cast-iron switches used on the road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	60
Total assessed value of real estate.....	\$30,000
Highway crossings at grade without protection.....	22

Passenger cars heated with stoves, lighted with kerosene lamps, and ventilated by trunk lights along top of car.

This road carries its own express under the title of Chateaugay Express Company.

Contract with the U. S. Government for transportation of mails: We receive \$370.53 per quarter, and pay for delivery to post offices and stations.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Live stock	887
Lumber	7,901
Pig and bar iron and steel.....	1,577
Iron or other ores	141,343
All other manufactures	10,695
All other merchandise	4,374
All other articles not included above	14,543
Total.....	181,320

EMPLOYEES.

Average number of persons employed (including officials) during year.....	115
Aggregate amount of salaries and wages paid them during year.....	\$44,539 18

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
SMITH M. WEED.....	President.....	Plattsburgh, N. Y.
H. M. OLMSTED.....	Secretary.....	21 Cortlandt street, New York city.
A. L. INMAN.....	General Manager....	Plattsburgh, N. Y.
ANDREW WILLIAMS	Treasurer.....	Plattsburgh, N. Y.
MILTON L. FRENCH.....	Superintendent.....	Plattsburgh, N. Y.

CHATEAUGAY.

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DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SMITH M. WEED	Plattsburgh, N. Y.
ANDREW WILLIAMS	Plattsburgh, N. Y.
A. L. INMAN	Plattsburgh, N. Y.

Title of company, Chateaugay Railroad Company.

General offices at Plattsburgh, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, May.

For information concerning this report, address A. L. Inman, General Manager.

CHEMUNG.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, May 14, 1845.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	15,200	\$380,000

Number of stockholders..... 18

COST OF ROAD.

Total cost of road..... \$380,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Received from the Northern Central Railway Company on account of net earnings.....		\$22,885 00
<i>Payments from income, as follows, viz.:</i>		
Dividends declared, 6 per cent on \$38,000 common stock	\$22,800 00	
Tax on capital stock.....	570 00	
		23,370 00
Deficit for year ending September 30, 1886.....		\$484 92

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....		\$484 92
Surplus up to September 30, 1885.....	\$34,458 25	
Less open accounts charged off.....	33,583 33	
		874 92
Total surplus, September 30, 1886.....		\$390 00

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$380,000 00
Cash on hand	558 00
	<hr/> \$380,558 00
LIABILITIES.	
Capital stock	\$380,000 00
Dividends unpaid	168 00
Profit and loss (surplus)	390 00
	<hr/> \$380,558 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE B. ROBERTS	President	Philadelphia, Pa.
FRANK THOMSON	Vice-President	Philadelphia, Pa.
JOHN S. LEIB	Treasurer	Baltimore, Md.
JAMES P. KERR	Secretary	Baltimore, Md.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE B. ROBERTS	Philadelphia, Pa.
FRANK THOMSON	Philadelphia, Pa.
STEPHEN W. WHITE	Philadelphia, Pa.
J. N. DUBARRY	Philadelphia, Pa.
J. D. CAMERON	Harrisburg, Pa.
ROBERT NELSON	Williamsport, Pa.
SPENCER MEADE	Elmira, N. Y.
J. D. F. SLEE	Elmira, N. Y.
C. J. LANGDON	Elmira, N. Y.
H. C. FRENCH	Elmira, N. Y.
F. E. FITCH	Elmira, N. Y.
JOHN S. LEIB	Baltimore, Md.
JAMES P. KERR	Baltimore, Md.

Title of company, The Chemung Railroad Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Wednesday in September.

For information concerning this report, address John S. Leib, Treasurer, Baltimore, Md.

CHEMUNG.

LESSEE.

(Date of charter, May 14, 1845.)

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$180,170 25
Less operating expenses (excluding all taxes)	127,562 41
	<hr/> \$52,607 84
Gross income from all sources	\$2,607 84
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	} \$5,677 17
Taxes on earnings and capital stock	
Taxes other than above	
Interest on equipment	6,274 61
Rents	871 73
Payment on account net earnings	22,885 08
	<hr/> 35,681 50
Deficit for year ending September 30, 1886	<hr/> \$23,073 75

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.
EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$74, 978 82	\$74, 978 82
Passengers.....	\$49, 161 25		49, 161 25
Mail	2, 934 36		2, 934 36
Express.....	1, 657 91		1, 657 91
<i>Miscellaneous, as follows, viz.:</i>			
Sundry sources	281 27	656 80	937 57
Miscellaneous passengers	505 84		505 84
Total gross earnings.....	\$54, 540 63	\$75, 629 62	\$130, 170 25

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$2, 677 32	\$6, 247 08	\$8, 924 40
Steel rails laid, six-tenth tons.....	6 72	15 67	22 39
Repairs of roadbed	598 06	1, 383 82	1, 976 88
Repairs of bridges (including culverts and cattle-guards)	513 03	1, 197 07	1, 710 10
Repairs of stations, shops, docks, etc.....	121 07	253 99	375 06
Repairs of fences.....	46 91	109 47	156 88
Other expenses for maintenance of way and structures.....	982 87	2, 203 35	3, 276 22
Total	\$4, 940 98	\$11, 500 45	\$16, 441 43
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$2, 229 29	\$9, 430 75	\$11, 710 04
Repairs of cars.....	28 79	5, 617 86	5, 646 65
Repairs of machinery and tools.....	268 82	627 25	896 07
Other expenses for maintenance of equipment	1, 374 76	3, 207 78	4, 582 54
Total	\$3, 901 66	\$18, 933 64	\$22, 835 80
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$4, 404 41	\$10, 075 84	\$14, 479 75
Wages of engineers and firemen	3, 267 48	10, 515 55	13, 783 03
Fuel for locomotives	2, 833 27	8, 940 69	11, 823 96
Oil and waste	280 98	728 77	1, 009 75
Water supply.....	402 68	939 58	1, 342 26
Other train supplies or expenses	142 98	172 86	315 79
Wages of station agents and clerks.....	1, 478 75	4, 432 26	5, 911 01
Wages for labor at stations.....	195 45	1, 103 16	1, 298 61
Station supplies.....	228 74	230 58	459 82
Wages of watchmen, flagmen and switchmen	728 23	1, 659 40	2, 387 63
Other expenses for conducting transportation	796 50	1, 858 50	2, 655 00
Total	\$14, 809 42	\$40, 656 69	\$55, 466 11
<i>General expenses:</i>			
Salaries of general officers and clerks	\$669 21	\$2, 028 16	\$2, 697 37
General office expenses and supplies	21 14	49 82	70 46
Stationery and printing	542 90	779 36	1, 322 26
Outside agencies and advertising.....	682 11	1, 214 76	1, 896 87
Legal expenses.....	425 04	858 47	1, 283 51
Loss and damage of freight and baggage		60 54	60 54
Telegraph maintenance and operation	1, 610 14	3, 590 20	5, 200 34
Mileage of cars of other companies (debit balance)	2, 651 64	17, 436 58	20, 088 22
Total	\$6, 802 18	\$26, 017 39	\$32, 819 57
Grand total operating expenses.....	\$20, 454 24	\$77, 108 17	\$127, 562 41

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	179,510
Number of passengers carried one mile	2,591,166
Number of tons of freight carried	1,124,978
Number of tons of freight carried one mile	24,605,220
Passenger train mileage	62,289
Freight train mileage	114,757
All other train mileage	50
Total train mileage	177,096

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$54,540 63	\$30,454 24	\$24,086 39
Average per passenger carried	8088	1696	1342
Average per passenger per mile	0210	0118	0092
Average per passenger train per mile	8756	4889	3867
Freight earnings and expenses (including miscellaneous earnings)	75,629 62	97,108 17	Loss. 21,478 55
Average per ton of freight carried	0666	0856	0190
Average per ton of freight per mile	0807	0395	0088
Average per freight train per mile	6590	8462	1872

ITEM.	Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	*2.105
Average rate received per mile per ton for carrying freight, all classes .....	.307

DESCRIPTION OF ROAD AND EQUIPMENT.

	Total miles in N. Y. State.
Main line from Chemung Junction to Watkins, N. Y., single track	17.40
Sidings and turnouts on main line	6.62
Grand total of tracks, sidings and turnouts	24.02
Laid with steel rail, main line	17.40

Average life of ties, 8 years; weight of rails per yard, steel, 60 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with cinders and gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	8	<i>Feet.</i> 263
Wooden trestles	6	1,358
Total	14	1,621

Westinghouse automatic air-brake and Janney coupler used on passenger equipment; hand-brake, link and pin coupling on freight equipment.
Point switches used on main track.

* Should be 1.897 — R. R. Commissioners.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	17.40
Total assessed value of real estate and personal property of company.....	\$221,882
Length of steel rails laid during year in repairs, miles.....	0.13
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	21
Highway crossings at grade protected by gates or flagmen.....	2
Highway crossings over or under grade.....	5
Overhead obstructions less than 20 feet above track.....	2

Passenger cars are heated by stoves, lighted by oil and gas and ventilated with deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Live stock	15,682	1.382
Lumber	62,510	5.508
Pig and bar iron and steel.....	32,488	2.862
Iron or other ores.....	18,379	1.619
Coal and coke.....	781,228	64.426
Petroleum and other oils.....	595	.052
Manufactures	85,726	7.553
Merchandise		
Agricultural products	159,061	14.015
All other articles not included above.....	29,814	2.583
Total	1,184,978	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	8	.....	8
Others.....	1	1	2
Total	10	1	11

EMPLOYEES.

Average number of persons employed (including officials) during year..... 180

CHERRY VALLEY, SHARON AND ALBANY.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

(Date of charter, April 10, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	10,000	\$500,000
Total now outstanding.....	5,778	288,900
Number of stockholders.....		5

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage .	June 15, 1860	30	p.c. 7	Dec. & June	\$300,000	\$280,000	Unknown.

COST OF ROAD.

Total cost of road up to September 30, 1886 \$590,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$21,860 36
Less operating expenses (excluding all taxes).....	84,457 00
Deficit from operation.....	\$12,596 74
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	21,000 00
Deficit for year ending September 30, 1886.....	\$33,596 74

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$33,596 74
* Deficit up to September 30, 1885	56,245 85
Total deficit September 30, 1886.....	\$89,842 09

* Corrected by the addition of the accrued interest on the bonds for the years 1884 and 1885.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$9,520 81	\$9,520 81
Passengers, local	\$10,856 56		10,856 56
Mail	996 92		996 92
Express	435 97		435 97
Total gross earnings.....	\$12,339 45	\$9,520 81	\$21,860 26

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$4,732 93	\$5,337 13	\$10,070 06
Steel rails laid, 869 tons, cost, \$19,120.36 ...			
Repairs of roadbed	1,537 67	1,733 97	3,271 64
Repairs of bridges (including culverts and cattle-guards)	574 33	647 65	1,221 98
Repairs of stations, shops, docks, etc.....	64 62	48 98	113 60
Repairs of fences.....	214 20	241 54	455 74
Other expenses for maintenance of way and structures	939 23	1,059 13	1,998 36
Total	\$8,062 98	\$9,068 40	\$17,131 33

Maintenance of equipment :

Repairs of locomotives.....	\$751 34	\$534 73	\$1,286 07
Repairs of cars.....	121 47		121 47
Total	\$902 81	\$534 73	\$1,437 54

Conducting transportation :

Wages of conductors and men.....	\$1,160 81	\$1,240 92	\$2,401 73
Wages of engineers and firemen.....	971 50	1,038 50	2,010 00
Fuel for locomotives.....	1,658 35	1,782 73	3,441 03
Oil and waste	153 90	148 69	302 59
Water supply	58 00	62 00	120 00
Other train supplies or expenses	67 81	17 80	85 61
Wages of station agents and clerks.....	580 90	619 10	1,200 00
Wages for labor at stations	226 71	1,015 67	1,242 35
Station supplies	101 09	102 72	203 81
Wages of watchmen, flagmen and switchmen	238 45	256 65	495 00
Other expenses for conducting transportation	26 21	34 63	60 89
Total	\$5,243 73	\$6,319 86	\$11,563 09

General expenses :

Salaries of general officers and clerks.....	\$178 05	\$179 33	\$357 33
General office expenses and supplies	37 80	41 16	78 96
Stationery and printing	38 29	39 86	78 15
Outside agencies and advertising.....	45 64		45 66
Loss and damage of freight and baggage.....		12 83	12 83
Telegraph maintenance and operation	729 18	777 21	1,506 39
Mileage of cars of other companies (debit balance).....	1,446 21	511 65	1,957 86
Other general expenses.....	110 93	126 83	237 76
Total	\$2,556 12	\$1,688 87	\$4,244 99
Grand total operating expenses.....	\$16,795 64	\$17,661 86	\$34,457 00

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road..... \$590,000 00

LIABILITIES.

Capital stock \$288,900 00
 Funded debt 300,000 00
 Open accounts 1,100 00
 \$590,000 00

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
 in N. Y. State.

Main line from Cherry Valley to Cobleskill, single track..... 21.04
 Sidings and turnouts on main line 1.18
 Grand total of tracks, sidings and turnouts..... 22.17

Laid with steel rail, main line..... 1.80
 Laid with iron rail, main line 4.17

Average life of rails, steel, 15 years, iron, 10 years; average life of ties, 7 years;
 weight of rails per yard, steel, 62 lbs., iron, 62 lbs.; gauge of track, 4 feet 8½ inches;
 ballasted with broken stone and gravel.

BRIDGES.	ENTIRE LINE. ALL IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	2	99
Wooden bridges.....	1	67
Wooden trestles.....	4	212
Total.....	7	378

Ordinary stub switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.

Entire line.

Telegraph owned and operated by this company, miles..... 23.55
 Stations, freight and passenger..... 4
 Stations, fuel and water..... 2
 Engine house..... 1
 Length of steel rails laid during year in repairs..... 9.23
 Highway crossings at grade without protection..... 25

OFFICERS OF THE COMPANY.

Name.	Title.	Office Address.
COE F. YOUNG.....	Vice-President.....	Honesdale, Pa.
JAS. C. HARTT.....	Acting Treasurer and Secretary.....	New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
COE F. YOUNG.....	Honesdale, Pa.
JAS. F. YOUNG.....	Cherry Valley.
RODMAN G. MOULTON.....	Sparkill, N. Y.
JAS. C. HARTT.....	New York city.

Title of company, Cherry Valley, Sharon and Albany Railroad Company.

General offices at New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, none fixed.

For information concerning this report, address James C. Hartt, Acting Treasurer and Secretary.

CLAYTON AND THERESA.

LESSOR.

Consolidated with Utica and Black River.

CLOVE BRANCH.

(Date of charter, November 21, 1868.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter and issued on account of construction and now outstanding	3,000	\$150,000	\$150,000
Number of stockholders.....			87

COST OF ROAD AND EQUIPMENT.

Total cost of road up to September 30, 1886	\$150,000 00
Total cost of equipment up to September 30, 1886.....	41,474 50
Grand total cost of road and equipment.....	\$191,474 50

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$10,086 82
Less operating expenses (excluding all taxes)	8,555 34
Gross income from all sources.....	\$1,480 98
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$562 70
Taxes on earnings and capital stock.....	87 86
	650 06
Surplus for year ending September 30, 1886	\$830 92

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$830 92
Surplus to September 30, 1885.....	50,188 91
Total surplus September 30, 1886	\$51,019 83

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$8,048 49	\$8,048 49
Passengers, local	\$185 27		185 27
Mail	346 29		346 29
Miscellaneous, as follows, viz.:			
Rents	4 74	90 09	94 83
Car service		1,416 44	1,416 44
Total gross earnings	\$486 30	\$9,550 02	\$10,036 32

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track and roadbed	\$85 58	\$1,626 01	\$1,711 59
Repairs of bridges (including culverts and cattle-guards)	61	11 77	12 38
Repairs of stations, shops, docks, etc.	71	13 55	14 26
Repairs of fences	82	15 62	16 44
Other expenses for maintenance of way and structures	1 29	24 68	25 97
Total	\$89 01	\$1,691 63	\$1,780 64
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$8 00	\$152 00	\$160 00
Repairs of cars	68 54	1,207 42	1,276 96
Other expenses for maintenance of equipment	10 98	208 51	219 49
Total	\$82 52	\$1,567 93	\$1,650 45
<i>Conducting transportation :</i>			
Wages of conductors and men	\$42 06	\$799 19	\$841 25
Wages of engineers and firemen	50 65	963 49	1,013 14
Fuel for locomotives	32 44	616 34	648 78
Oil and waste	4 56	88 80	91 36
Water supply	1 39	26 56	27 95
Other train supplies or expenses	19	3 72	3 91
Wages of station agents and clerks	33 00	627 00	660 00
Station supplies	53	10 23	10 75
Total	\$164 82	\$3,132 33	\$3,297 14
<i>General expenses :</i>			
Salaries of general officers and clerks	\$86 00	\$1,634 00	\$1,720 00
Stationery and printing	26	4 99	5 25
Other general expenses	5 09	96 77	101 86
Total	\$91 35	\$1,735 76	\$1,827 11
Grand total operating expenses	\$427 70	\$8,127 64	\$8,555 34

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$150,000 00
Cost of equipment	41,474 50
Real estate	1,223 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$687 11
Due by agents	915 83
Open accounts	7,715 99
	9,319 93
	\$202,016 65

CLOVE BRANCH.

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LIABILITIES.

Capital stock.....		\$150,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay-rolls.....	\$353 12	
Open accounts.....	643 70	
		996 82
Profit and loss (surplus).....		51,019 88
		<u>\$202,016 65</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	1,149
Number of passengers carried one mile	8,817
Number of tons of freight carried	24,047
Number of tons of freight carried one mile.....	79,694
	<u>5,054</u>
Total train mileage, all mixed.....	5,054

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$486 80	\$427 70	\$58 60
Average per passenger carried	423	372	051
Average per passenger per mile.....	146	129	017
Average per passenger train per mile.....	192	169	023
Freight earnings and expenses (including miscellaneous earnings).....	9,550 02	8,127 64	1,422 38
Average per ton of freight carried....	397	338	059
Average per ton of freight per mile....	119	102	017
Average per freight train per mile....	3 779	3 216	563

ITEM.

Computed on earnings from carrying passengers and freight only.	Local, cents.
Average rate received per mile for carrying passengers, all classes	04
Average rate received per mile per ton for carrying freight, all classes.....	10

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles operated, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Clove Junction to Sylvan Lake, N. Y., single track	4.25	.....	4.25
Branches or other roads, single track .....	.....	4.01	4.01
Total single track	4.25	4.01	8.26
Sidings and turnouts on main line.....	1.43	.....	1.43
Sidings and turnouts on branches or other roads .....	.....	.91	.91
Total sidings and turnouts	1.43	.91	2.34
Grand total of tracks, sidings and turnouts	5.68	4.92	10.60
Laid with iron rail, main line.....	4.25	.....	4 25
Laid with iron rail, branches or other roads .....	.....	4.01	4.01

Average life of rails, iron, 25 years; average life of ties, 8 years; weight of rails per yard, iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel partly.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned, leased or operated	Eding.	Miles laid with iron rail.
Trustees New York, Boston and Montreal Railway Company	Sylvan Lake	Clove Valley, N. Y. ...	4.01	4.01	Operated	.91	4.92

EQUIPMENT.	Total number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.
Locomotive, 4 drivers.....	1	\$8,030	75,000	20
Combination car	1	\$1,200	.....	20
Box freight car.....	10	.....	.....	20
Coal freight cars	50	.....	.....	20
Total	60	.....	.....	.....

Ordinary freight brake used on cars.
Stub or open switches in use on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation	\$1,223 23
Total assessed value of real estate and personal property of company.....	31,331 00
Highway crossings at grade without protection	10

Passenger cars are heated by coal stoves, lighted by mineral seal oil and ventilated by Creamer ventilator.

No contract with the United States Government for transportation of mails. Company is paid \$42.75 per mile per year by Post-office Department for carrying mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	29	.12
Grain	120	.50
Meats and provisions.....	3	.01
Lumber	125	.52
Pig and bar iron and steel	2,394	9.34
Iron or other ores.....	17,777	73.93
Coal and coke.....	2,735	11.87
Petroleum and other oils.....	17	.07

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	28	.10
All other manufactures	218	.91
All other merchandise	127	.58
All other agricultural products	485	2.01
All other articles not included above	94	.39
Total	24, 047	100

EMPLOYEES.

Average number of persons employed (including officials) during year	7
Aggregate amount of salaries and wages paid them during year	\$3, 907 68

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN S. SCHULTZE.....	President and Treasurer.....	Matteawan, N. Y.
WILLIAM A. WELLS.....	Secretary.....	Matteawan, N. Y.
C. L. KIMBALL.....	General Superintendent.....	Matteawan, N. Y.
W. H. MOORE.....	Gen. Tick. Agt., Aud. F. & Pas. Accts.	Matteawan, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN S. SCHULTZE.....	Manchester, N. J.
WM. R. SCHULTZE.....	Manchester, N. J.
H. B. WILLITS.....	Madison, N. J.
S. I. WRIGHT.....	Elizabeth, N. J.
A. T. HURD.....	Huntington, L. I.
WM. S. ENO.....	Pine Plains, N. Y.
R. G. COFFIN.....	Coffin's Summit, N. Y.
C. L. KIMBALL.....	Fishkill-on-Hudson, N. Y.
N. T. PLASS.....	Clove Valley, N. Y.
WM. A. WELLS.....	Moore's Mills, N. Y.
OLIVER DAVIDSON.....	Fishkill, N. Y.
S. M. DAVIDSON.....	Fishkill, N. Y.
MELVILLE BROWN.....	New York city.

Title of company, Clove Branch Railroad Company.

General offices at Matteawan, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, January.

For information concerning this report, address John S. Schultze, Pres. and Treas.

CONESUS LAKE.

(Date of charter, May 10, 1882.)

Very near the close of the fiscal year of 1886 the control of this road passed to the New York, Lake Erie and Western Railroad Company. Its accounts will in future reports therefore be merged in those of that company, and not separately set forth.

REPORT OF THE RAILROAD COMMISSIONERS.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	400	\$20,000
Issued on account of construction	875	\$18,750
Issued for directors, one each	7	350
Total now outstanding	882	\$19,100
Number of stockholders	7	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Mortgage	June 26, 1882	8	p.c. 6	Annually.	\$7,777 50	\$7,777 50

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast		\$1,926 03
Superstructure (including ties)	\$553 34	1,096 89
Rails		7,177 50
Land		1,515 00
Fences		30 00
Passenger and freight stations		495 46
Shops, machinery and tools	23 05	29 30
Fuel and water stations	26 82	53 82
Engineering expenses		80 00
Telegraph line		245 71
Wharfing		150 00
Total cost of road	\$608 21	\$12,849 41
EQUIPMENT.		
Locomotives		3,182 63
Grand total cost of road and equipment		\$16,032 03

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Ties and lumber	\$553 34
Iron pipe and fitting for watering station	26 82
Track jack	23 05
Total	\$608 21

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$3,431 63
Less operating expenses (excluding all taxes).....	4,078 77
Deficit from operation	\$647 14
<i>Incomes from other sources, as follows, viz.:</i>	
Rental of grounds for warehouses.....	11 00
Gross deficit from all sources.....	\$636 14
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued this year, \$466.65, making with amount previously due.....	\$1,400 00
Taxes on property used in operation of road.....	18 77
Taxes on earnings and capital stock.....	14 88
	1,433 65
Deficit for year ending September 30, 1886	\$2,069 79

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$2,613 19	\$2,613 19
Passengers.....	\$641 85		641 85
Mail			81 20
Express			81 03
Telegraph			64 86
Total gross earnings.....	\$641 85	\$2,613 19	\$3,431 63

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track	\$109 00	\$218 00	\$327 00
<i>Maintenance of equipment :</i>			
Repairs of locomotives and rental of motive power		\$854 77	\$854 77
<i>Conducting transportation :</i>			
Wages of conductors and men	\$180 00	\$360 00	\$540 00
Wages of engineers and firemen	320 00	540 00	860 00
Fuel for locomotives	133 33	266 67	400 00
Oil and waste	8 33	16 67	25 00
Wages of station agents and clerks	180 00	360 00	540 00
Total	\$821 66	\$1,548 34	\$2,365 00
<i>General expenses :</i>			
Salaries of general officers and clerks	\$175 00	\$350 00	\$525 00
Stationery and printing	2 33	4 67	7 00
Total	\$177 33	\$354 67	\$532 00
Grand total operating expenses	\$1,107 99	\$2,970 78	\$4,078 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.*

ASSETS.

Cost of road.....	\$12,849 41
Cost of equipment	3,182 62
Profit and loss (deficiency)	4,546 30
	\$20,578 33

* As furnished by the company.— R. R. Commissioners.

LIABILITIES.	
Capital stock	\$19,100 00
Funded debt.....	7,777 50
Interest on funded debt due and accrued.....	1,400 00
	<u>\$28,277 50</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, local.
Number of passengers carried.....	9,092
Number of passengers carried one mile.....	13,638
Number of tons of freight carried.....	23,070
Number of tons of freight carried one mile	34,605
Total train mileage, mixed.....	<u>2,826</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK,	Total miles, all in N. Y. State.
Main line from Conesus Lake Junction to Steam Pier, Lakeville, single track	1.70
Sidings and turnouts on main line, feet.....	1,100
Grand total of tracks, sidings and turnouts	<u>1.91</u>
Laid with iron rail, main line	<u>1.70</u>

Average life of rails, steel, 25 years, iron, 12 years; average life of ties, 8 years; weight of rails per yard, steel, maximum, 62 lbs., minimum, 60 lbs.; iron, maximum, 62 lbs., minimum, 60 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches; ballasted with gravel and cinders.

BRIDGE.	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestle.....	1	<u>Feet. 600</u>

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.
Locomotives, four drivers.....	1	\$3,200	4,400	20

Air brake, link and pin coupler are used on cars.
Common switch used on road.

MISCELLANEOUS STATISTICS.

	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	8.75
Total assessed value of real estate and personal property of company	\$2,750
Highway crossings at grade without protection.....	<u>2</u>

CONESUS LAKE.

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Passenger cars are heated by stoves, lighted by lamps and ventilated at the sides and above.

The Erie Express Company (formerly United States) runs over this line.

Contract with the United States Government for transportation of mails: Four trips a day, six days in the week; receive \$8,120 per annum, paid quarterly.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Grain	125
Hay	148
Live stock	9
Lumber.....	1,812
Ice	5,859
Machinery	98
Coal and coke.....	5,514
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	224
Salt	6,718
All other merchandise.....	165
All other articles not included above	2,400
Total.....	28,070

NUMBER OF ACCIDENTS.

Employees injured.....	1
------------------------	---

EMPLOYEES.

Average number of persons employed (including officials) during year	6
Aggregate amount of salaries and wages paid them, during year.....	\$2,040 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
L. P. WEST	President.....	Lakeville, N. Y.
F. W. HAWLEY.....	Vice-President.....	Rochester, N. Y.
J. C. DAVENPORT.....	Treasurer	Avon, N. Y.
W. H. GRIFFITH.....	Secretary	Avon, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
F. W. HAWLEY	Rochester, N. Y.
J. C. DAVENPORT.....	Avon, N. Y.
WILLIAM H. GRIFFITH.....	Avon, N. Y.
JAMES A. MCPHERSON.....	Avon, N. Y.
L. P. WEST	Lakeville, N. Y.
LEAMING CLARK.....	Lakeville, N. Y.
A. J. REMINGTON	Lakeville, N. Y.

Title of company, Conesus Lake Railroad Company.

General offices at Lakeville, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, May 10.

For information concerning this report, address L. P. West, President.

CONNECTING TERMINAL.

(Date of charter, June 7, 1881.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	400	\$20,000	\$20,000

Number of stockholders..... 24

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage....	May 1, 1883	20	p.c. 5	May 1, Nov. 1	\$500,000	\$500,000	\$500,000

COST OF ROAD.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to September 30, 1886.
Land, land damages and fences.....	\$2,057 16	\$280,776 90
Passenger and freight stations.....	8,839 49	816,253 44
Office and depot furniture	30 73	1,018 72
Total cost of road.....	\$10,927 88	\$598,049 06

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Improvements to buildings.....	\$8,839 49
Improvements to lands	2,057 16
Improvements to office and depot furniture.....	30 73
Total.....	\$10,927 88

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$164,509 56
Less operating expenses (excluding all taxes)	79,374 03
Gross income from all sources.....	\$85,135 53

Deductions from income, as follows, vis.:

Interest on funded debt due and accrued.....	\$22,916 67	
Taxes on property used in operation of road	8,945 01	
Taxes on earnings and capital stock.....	80 00	
Taxes other than above.....	135 45	
		<u>\$32,037 18</u>

Net income from all sources \$53,108 40

Payments from net income as follows, vis.:

Dividends declared, 2½ per cent on \$20,000 common stock..... 500 00

Surplus for year ending September 30, 1886..... \$52,608 40

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown..... \$52,608 40
 Surplus up to September 30, 1885 18,096 60

Deduct interest on note, \$50,000, to September 30, 1886..... \$3,000 00
 Deduct interest on open accounts..... 1,678 65
4,678 65

Add interest on scrip..... 10 80
\$66,042 15

Less depreciation 30,000 00
\$36,042 15

Total surplus September 30, 1886 \$36,042 15

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Freight..... \$163,916 19
 Miscellaneous.. 1,593 37
 Total gross earnings..... \$164,509 56

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of stations, shops, docks, etc..... \$7,893 16

Conducting transportation:

Wages of station agents and clerks \$2,448 30
 Wages for labor at stations..... 49,944 82
 Other expenses for conducting transportation..... 4,540 71

Total \$56,983 83

General expenses:

Salaries of general officers and clerks..... \$3,000 00
 Stationery and printing 304 88
 Loss and damage of freight and baggage 11 66
 Other general expenses..... 11,781 02

Total \$16,047 54

Grand total operating expenses..... \$79,874 08

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road..... \$598,049 08

Current assets, as follows, vis.:

Cash on hand \$22,006 04
 Due by agents..... 7,982 88
29,988 42
\$627,987 48

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock	\$20,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt accrued.....	10,416 67
Open accounts.....	11,528 66
Loans and bills payable.....	50,000 00
Profit and loss (surplus).....	36,042 15
	<hr/> \$627,987 48 <hr/>

TRAFFIC AND MILEAGE STATISTICS.

Number of tons of freight carried.....	204,327
Number of tons of freight carried one mile	204,327

DESCRIPTION OF ROAD AND EQUIPMENT.

	TRACK.	Total miles all in N. Y. State.
Single track on main line.....		1

Weight of rails per yard, iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and cinders.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Freight houses.....	8
Elevator or grain house.....	1
Capacity of elevator or grain house, bushels.....	950,000
Cost of real estate now held by company, exclusive of that used in operation	\$280,778 90
Total assessed value of real estate and personal property of company	864,070 00

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	69,056	18.2
Grain.....	262,818	69.2
Iron and other ores.....	16	.....
All other merchandise.....	47,601	12.6
Total.....	878,991	100

EMPLOYEES.

Average number of persons employed (including officials) during year	89
Aggregate amount of salaries and wages paid them during year.....	\$52,392 62

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
FRANKLIN J. FIRTH	President.....	234 South 4th st., Phila.
EDWIN T. EVANS.....	Vice-President.....	Buffalo, N. Y.
JAMES S. SWARTZ.....	Treasurer	234 South 4th st., Phila.
ANDREW D. HEPBURN.....	Secretary	234 South 4th st., Phila.
JOHN E. PAYNE.....	Manager	234 South 4th st., Phila.
H. CHURCHMAN.....	Auditor	234 South 4th st., Phila.
FRANK HOFFMAN.....	Assistant Auditor.....	234 South 4th st., Phila.
T. M. MOORE	Superintendent.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JAMES C. EVANS.....	Buffalo, N. Y.
GEORGE B. BONNELL.....	Philadelphia, Penn.
EDWIN T. EVANS	Buffalo, N. Y.
JOHN E. PAYNE	Philadelphia, Penn.
ANDREW D. HEPBURN	Philadelphia, Penn.

<i>Name.</i>	<i>Residence.</i>
JAMES S. SWARTZ	Philadelphia, Penn.
HENRY P. LINNELL	Philadelphia, Penn.
HORACE CHURCHMAN	Burlington, N. J.
HENRY H. HOUSTON	Philadelphia, Penn.
JOSEPH D. POTTS	Philadelphia, Penn.
FRANKLIN J. FIRTH	Philadelphia, Penn.
MYRON H. CLARK	Lancaster, N. Y.
FRANK HOFFMAN	Philadelphia, Penn.

Title of company, The Connecting Terminal Railroad Company.

General offices at 234 South 4th street, Philadelphia, Penn.

Date of close of fiscal year, February 28.

Date of stockholders' annual meeting, third Tuesday in May.

For information concerning this report, address A. D. Hepburn, Secretary

COOPERSTOWN AND SUSQUEHANNA VALLEY.

(Date of charter, February 25, 1865.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	3,500	\$350,000	
Issued for actual cash	3,010	\$301,000	\$301,000
Issued on account of contraction	64	6,400	6,400
Cash received on account of 82 shares never paid in full			1,005
Total now outstanding	3,074		\$308,405

Number of stockholders 187

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First m'tgage b'ds.	Apr. 1, 1869	20	7	April & Oct.	\$100,000	\$100,000	\$95,008
Second m'tg'e b'ds	May 1, 1876	*	7	Jan. & Feb.	40,600	4,000	4,000
Total.....	.....	....	....	.....	\$140,000	\$104,000	\$99,008

* Of the second mortgage bonds there were \$40,000 issued, \$4,000 payable July 1, 1878, and \$4,000 on July 1 in each year thereafter.

COST OF ROAD AND EQUIPMENT.

Road.	Cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$214,844 56
Bridges.....	16,751 45
Superstructure (including ties).....	36,812 23
Rails.....	106,594 69
Land.....	5,171 49
Land damages.....	16,045 92
Fences.....	13,144 72
Passenger and freight stations.....	11,294 45
Engine and car houses.....	5,130 75
Shops, machinery and tools.....	887 65
Fuel and water stations.....	2,199 08
Engineering expenses.....	11,518 72
Interest and discount charged to construction.....	5,765 56
Telegraph line.....	1,262 44
Total cost of road.....	\$449,423 70
EQUIPMENT.	
Locomotives.....	\$24,856 51
Passenger cars.....	9,914 62
Mail, baggage and express cars.....	954 08
Freight and other cars.....	10,156 21
Total cost of equipment.....	\$45,881 37
Grand total cost of road and equipment.....	\$495,305 07

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$38,001 74
Less operating expenses (excluding all taxes).....	26,801 41
Net earnings from operation.....	\$11,200 33
<i>Income from other sources, as follows, viz.:</i>	
Rent of farm and cottage.....	470 55
Balance from rent of cars, etc.....	123 41
Gross income from all sources.....	\$11,794 29
<i>Deductions from income as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$7,490 00
Taxes on property used in operation of road.....	953 25
Taxes on earnings and capital stock.....	282 17
Interest on floating debt.....	287 25
	8,962 67
Surplus for year ending September 30, 1886.....	\$2,831 63

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$2,831 63
Surplus up to September 30, 1885.....	74,013 67
Total surplus September 30, 1886.....	\$76,845 29

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$17,597 66	\$17,597 66
Passengers, local.....	\$18,487 72		18,487 72
Mail.....	981 08		981 08
Express.....	985 28		985 28
Total gross earnings.....	\$20,404 08	\$17,597 66	\$38,001 74

COOPERSTOWN AND SUSQUEHANNA VALLEY.

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OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track and roadbed	\$7,164 05	\$3,070 81	\$10,234 86
Repairs of bridges (including culverts and cattle-guards)	508 58	217 97	726 55
Repairs of stations, shops, docks, etc	558 77	239 47	798 24
Repairs of fences	382 84	164 07	546 91
Other expenses for maintenance of way and structures	124 04	53 16	177 20
Total	\$8,738 28	\$3,744 98	\$12,483 26
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$388 06	\$164 17	\$552 23
Repairs of cars	1,696 81	727 21	2,424 02
Repairs of machinery and tools	25 83	10 86	36 19
Total	\$2,105 20	\$902 24	\$3,007 44
<i>Conducting transportation :</i>			
Wages of conductors and men	\$935 93	\$401 11	\$1,337 04
Wages of engineers and firemen	1,008 00	432 00	1,440 00
Fuel for locomotives	1,726 75	740 04	2,466 79
Oil and waste	335 84	143 93	479 77
Water supply	70 00	30 00	100 00
Other train supplies or expenses	80 45	13 05	93 50
Wages of station agents and clerks	1,771 93	759 39	2,531 32
Station supplies	309 05	132 45	441 50
Wages of watchmen, flagmen and switchmen	252 02	108 01	360 03
Total	\$6,439 97	\$2,759 98	\$9,199 95
<i>General expenses :</i>			
Salaries of general officers and clerks	\$700 00	\$300 00	\$1,000 00
General office expenses and supplies	16 33	7 02	23 40
Stationery and printing	188 19	80 66	268 85
Legal expenses	330 97	141 85	472 82
Loss and damage of freight and baggage	8 19	8 51	16 70
Injuries to persons	96 99	41 57	138 56
Other general expenses	136 80	58 65	195 43
Total	\$1,477 52	\$638 24	\$2,115 76
Grand total operating expenses	\$18,760 97	\$8,040 44	\$26,801 41

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$449,423 70
Cost of equipment	45,881 87
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$3,402 93
Due by agents	1,108 35
Open accounts	114 89
	4,625 67
	<u>\$499,930 74</u>

LIABILITIES.

Capital stock	\$308,405 00
Funded debt	104,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$3,601 50
Open accounts.....	3,078 95
Loans and bills payable.....	4,000 00
Profit and loss (surplus).....	76,845 29
	<hr/> \$499,930 74 <hr/>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, local.
Number of passengers carried.....	41,390
Number of passengers carried one mile.....	507,027
Number of tons of freight carried.....	18,551
Number of tons of freight carried one mile.....	382,374
Passenger train mileage.....	11,136
Freight train mileage.....	110
All other train mileage, mixed.....	15,792
Total train mileage.....	<hr/> 27,038 <hr/>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$20,404 08	\$18,750 97	\$1,653 11
Average per passenger carried.....	498	453	04
Average per passenger per mile.....	04024	03698	00326
Average per passenger train per mile.....	10 72	9 85	87
Freight earnings and expenses (including miscellaneous earnings).....	17,597 06	8,050 44	9,547 22
Average per ton of freight carried....	9487	4389	5148
Average per ton of freight per mile...	0623	0285	0338
Average per freight train per mile....	21 98	10 06	11 92

ITEM.	Local, cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	3.65
Average rate received per mile per ton for carrying freight, all classes.....	6.23

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Total miles, all in N. Y. State,
Main line from Cooperstown to Cooperstown Junction, single track.....	16
Sidings and turnouts on main line.....	1.88
Gross total of tracks, sidings and turnouts.....	<hr/> 17.88 <hr/>
Laid with iron rail, steel cap, main line.....	15
Laid with iron rail, main line.....	1

Weight of rails per yard, steel, maximum, 56 lbs., minimum, 53 lbs.; iron, maximum, 50 lbs., minimum, 48 lbs.; guage of track, 4 feet 8½ inches; ballasted with gravel.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridge.....	1	Feet. 98
Wooden bridge.....	1	154.416
Wooden pile bridge.....	1	98
Totals.....	3	334.416

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	\$12,101 81	102,050	2	
First-class passenger cars	2	\$4,973 85	38,800	2	2
Baggage, mail and express car.....	1	600 00	29,900	1	1
Total.....	3			3	3
Box freight cars	6	\$900 00	22,000		
Flat freight cars	6	750 00	15,000		
Service cars.....	3		940		
Total.....	15				

Eames' vacuum air brake and Miller patent coupler and platform used on cars.
New switches used on this road, split rail, old switches, common.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned by company, miles.....	17
Total assessed value of real estate and personal property of company.....	\$36,700
Highway crossings at grade without protection.....	11

Passenger cars are heated by stoves, lighted by oil lamps and ventilated by top ventilation.

The National Express Company run over this line; pay monthly by the 100 pounds.

Contract with the United States Government for transportation of mails at \$931.08 per annum.

DESCRIPTION OF FREIGHT MOVED.

	Tonnage.
Flour.....	621
Grain	811
Meats and provisions.....	1,285
Live stock	242
Lumber	1,229
Pig and bar iron and steel.....	72
Iron or other ores	27
Coal and coke.....	7,247
Petroleum and other oils	256
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	579

	Tonnage
All other manufactures.....	891
All other merchandise.....	608
All other agricultural products	1,874
All other articles not included above	3,209
Total	18,551

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	2	1	3

EMPLOYEES.

Average number of persons employed (including officials) during year	45
Average amount of salaries and wages paid them during year.....	\$15,433 97

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
E. M. HARRIS.....	President.....	Cooperstown, N. Y.
CHAR. A. BURCH..	Vice-President.....	Cooperstown, N. Y.
B. M. CADY.....	Sec'y, Treas. and Gen'l Ticket Agt..	Cooperstown, N. Y.
R. W. ROUNDY....	G. F. A. and Trainmaster.....	Cooperstown Junc., N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
E. M. HARRIS	Cooperstown, N. Y.
CHARLES R. BURCH.....	Cooperstown, N. Y.
H. M. HOOKER	Cooperstown, N. Y.
J. FRED. RENSTLE	Cooperstown, N. Y.
JOHN F. SCOTT.....	Cooperstown, N. Y.
D. E. SIVER.....	Cooperstown, N. Y.
J. WARREN LAMB.....	Cooperstown, N. Y.
E. S. BUNDY	Cooperstown, N. Y.
A. H. WATKINS.....	Cooperstown, N. Y.
HORACE LATHROP.....	Cooperstown, N. Y.
LANCELOT TAYLOR.....	Fly Creek, N. Y.
FRANCES HECOX	Oaksville, N. Y.
GEORGE N. BISSELL	Milford, N. Y.

Title of company, Cooperstown and Susquehanna Valley Railroad Company.
General offices at Cooperstown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders annual meeting, last Wednesday in February.

For information concerning this report, address B. M. Cady, Secretary.

CORNING, COWANESQUE AND ANTRIM.

LESSOR.

LESSEE—FALL BROOK COAL COMPANY.

(Date of charter, January 2, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	80,000	\$1,500,000	10,000	\$500,000
Issued on account of construction ...	2,000	\$100,000	.....	.....
Issued for consolidation	22,000	1,100,000	10,000	\$500,000
Issued for C. V. branch	6,000	300,000	.....	.....
Total now outstanding	80,000	\$1,500,000	10,000	\$500,000
Grand total of common and preferred stock now outstanding				\$2,000,000
Number of stockholders				18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Debenture bonds	May 1, '83	15	6	May 1, Nov. 1	\$1,250,000	\$1,250,000

COST OF ROAD.

Total cost of road \$3,250,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental \$150,000 00
Payments from income, as follows, viz.:
 Dividends declared, 12 per cent on \$500,000 preferred stock 60,000 00
 Dividends declared, 6 per cent on \$1,500,000 common stock 90,000 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.**ASSETS.**

Cost of road \$3,250,000 00
Other permanent investments, as follows, viz.:
 Real estate, special 17,876 68
 \$3,267,876 68

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.	
Capital stock	\$2,000,000 00
Funded debt	1,250,000 00
Audited vouchers and pay-rolls	17,876 63
	<u>\$3,267,876 63</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE I. MAGER	President	Corning, N. Y.
DANIEL BEACH	Vice-Prest, Secretary and Treas	Corning, N. Y.
GEO. R. BROWN	Superintendent	Corning, N. Y.
A. HARDT	Chief Engineer	Corning, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE I. MAGER	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
JOHN LANG	Watkins, N. Y.
DANIEL C. HOWELL	Bath, N. Y.
A. L. EDWARDS	New York city.
HENRY SHEERWOOD	Wellsboro, Pa.

Title of company, Corning, Cowanesque and Antrim Railroad Company.
 General offices at Corning, N. Y.
 Date of close of fiscal year, November 30.
 Date of stockholders' annual meeting, second Wednesday of November.
 For information concerning this report, address Daniel Beach, Treasurer.

CORNING, CONWANESQUE AND ANTRIM.

LESSOR.

COST OF EQUIPMENT.*

Locomotives	\$450,625 00
Passenger cars	50,580 00
Mail, baggage and express cars	32,845 00
Freight and other cars	732,588 50
Total cost of equipment	<u>\$1,266,588 50</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1896.

Gross earnings from operation	\$614,687 88
Less operating expenses (excluding all taxes)	395,576 96
Gross income from all sources	<u>\$219,110 92</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$16,902 92
Taxes on earnings and capital stock	
Rent of road paid to Corning, Conwanesque and Antrim Ry.,	150,000 00
	<u>166,902 92</u>
Net income from all sources	<u>\$52,208 00</u>

* This equipment is employed in connection with the operating of the Pine Creek Railway, the Corning, Cowanesque and Antrim Railway and the Syracuse, Geneva and Corning Railway.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through \$496,255 05			
Freight, local..... 46,690 14			
		\$541,946 22	\$541,946 22
Passengers, through..... \$18,848 78			
Passengers, local..... 48,429 40			
	\$62,278 18		62,278 18
Mail	6,656 89		6,656 89
Express	3,237 28		3,237 28
<i>Miscellaneous, as follows, viz.:</i>			
Union News Company..... \$108 32			
Extra baggage collections.... 181 04			
Extra switching..... 280 00			
	569 86		569 86
Total gross earnings.....	\$72,741 66	\$541,946 22	\$614,687 88

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track and roadbed.....	\$10,965 81	\$60,928 28	\$71,894 04
Repairs of bridges (including culverts and cattle-guards).....	1,959 75	11,754 15	13,713 90
Repairs of stations, shops, docks, etc.....	286 19	1,996 20	2,282 39
Repairs of fences.....	359 20	1,899 80	2,259 00
Other expenses for maintenance of way and structures	1,187 87	6,730 80	7,868 17
Total	\$14,708 82	\$88,809 18	\$98,017 50

Maintenance of equipment :

Repairs of locomotives	\$5,387 71	\$38,624 85	\$39,012 56
Repairs of cars	8,775 74	19,504 40	23,280 14
Repairs of machinery and tools	232 09	1,411 00	1,643 09
Total	\$9,395 54	\$54,540 25	\$63,935 79

Conducting transportation :

Wages of conductors and men.....	\$6,927 15	\$36,652 60	\$43,579 75
Wages of engineers and firemen.....	7,407 40	33,284 84	40,692 24
Fuel for locomotives.....	5,378 40	25,270 40	30,648 80
Oil and waste.....	643 23	3,548 10	4,196 83
Water supply.....	125 00	875 00	1,000 00
Other train supplies or expenses.....	80 40	188 02	268 42
Wages of station agents and clerks	2,587 16	14,788 38	17,375 54
Wages for labor at stations.....		5,981 75	5,981 75
Station supplies	275 20	640 40	915 60
Wages of watchmen, flagmen and switchmen	940 16	5,100 02	6,040 18
Total.....	\$24,869 10	\$126,324 51	\$150,693 61

General expenses :

Salaries of general officers and clerks.....	\$987 66	\$5,345 67	\$6,333 33
General office expenses and supplies.....	297 14	1,463 10	1,760 24
Stationery and printing.....	727 38	2,600 24	3,327 62
Outside agencies and advertising.....	560 65		560 65
Legal expenses.....	198 07	1,019 95	1,218 02
Loss and damage of freight and baggage....	7 97	264 84	272 81
Damage to cattle and property.....	105 86	845 28	450 64
Injuries to persons	99 69	809 70	409 89
Telegraph maintenance and operation.....	905 70	5,244 06	6,149 76

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Mileage of cars of other companies (debit balance).....	\$7,830 86	\$58,554 52	\$61,385 38
Other general expenses	127 27	934 95	1,062 22
Total	\$11,847 75	\$71,082 31	\$82,930 06
Grand total operating expenses.....	\$60,320 71	\$335,256 25	\$395,576 96

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	16,819	133,635	150,454
Number of passengers carried one mile.....	466,365	1,630,893	2,097,258
Number of tons of freight carried....	1,862,839	125,860	1,988,699
Number of tons of freight carried one mile	59,470,185	2,519,972	61,990,157
Passenger train mileage .....	.....	.....	118,701
Freight train mileage.....	.....	.....	263,607
Total train mileage.....	.....	.....	387,308

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$72,741 66	\$60,320 71	\$12,420 95
Average per passenger carried.....	4885	401	0882
Average per passenger per mile.....	03468	0287	0069
Average per passenger train per mile.	6123	5082	1046
Freight earnings and expenses (including miscellaneous earnings)....	541,946 22	335,256 25	206,689 97
Average per ton of freight carried....	2735	1685	1040
Average per ton of freight per mile....	0087	0054	0033
Average per freight train per mile....	2 017	1 243	769

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.	.....	.....	.....
Average rate received per mile for carrying passengers, all classes	Cents.	Cents.	Cents. 02.97
Average rate received per mile for carrying freight, all classes	00.832	01.85	00.874

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES ALL LEASED.	
	In N. Y. State.	Entire length.
Main line from Corning, N.Y., to Antrim, Pa., single track.	15.64	58
Branches or other roads, single track.....	.....	29.14
Total single track.....	15.64	92.14
Sidings and turnouts on main line.....	14.76	27.58
Sidings and turnouts on branches or other roads.....	.....	6.55
Total sidings and turnouts.....	14.76	34.13
Grand total of tracks, sidings and turnouts.....	30.40	126.27
Laid with steel rail, main line.....	15.64	58
Laid with steel rail, branches or other roads.....	.....	7.20
Laid with iron rail, branches.....	.....	81.94

Weight of rails per yard—steel, maximum, 76 lbs., minimum, 62 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length alongside New York State.	Miles laid with steel rail.	Miles laid with iron rail.
Cowanquesque Valley.....	Lawrenceville, Pa.	Harrisburg, Pa.	31.94	5.25	26.69
Fall Brook.....	Fall Brook, Pa.	Blossburg, Pa.	7.20	2.25	4.95

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	1	10	26	1,607
Wooden bridges.....	15	184	100	2,804
Wooden trestles.....	.....	.....	14	1,165
Total.....	16	194	140	5,076

EQUIPMENT.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 8 drivers.....	17	\$10,800	167,800	6	.....
Locomotives, 6 drivers.....	24		148,500	10	.....
Locomotives, 4 drivers.....	14		128,490	14	.....
Total.....	55	.....	.....	30	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

	Total number.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
First class passenger cars.....	13	\$4,500	45,000	13	13
Second class passenger cars.....	8	2,800	4,200	5	5
Baggage, mail and express cars	8	2,400	4,200	8	8
Total.....	29	.....	.....	26	26
Box freight cars.....	90	\$460	21,500	.....	.....
Stock freight cars.....	1,293	375	18,500	.....	.....
Coal freight cars.....	594	200	7,000	.....	115
Flat freight cars.....	34	350	17,000	.....	.....
Caboose, 4-wheel cars.....	37	600	17,180	.....	.....
Caboose, 8-wheel cars.....	1	550	23,200	.....	.....
Service cars.....	165	155	5,670	.....	.....
Total.....	2,214	.....	.....	.....	115

Westinghouse automatic air brake and Miller's patent couplers are used on passenger trains; ordinary hand brake is used on freight trains.

Lorenz improved switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles'.....	15	53
Railroads crossing road at grade.....	1	2
Highway crossings at grade without protection.....	10	121
Highway crossings at grade protected by gates or flagmen..	1	1
Highway crossings over or under grade.....	.....	1
Overhead obstructions less than 20 feet above track.....	.....	5

Passenger cars are heated with Searle & Baker heater, lighted with lamps, headlight oil, and ventilated by lattice ventilators in roof of cars.

American Express Company runs over this line, pays first class rates; railroad company furnishes cars and keep same in repair.

The Blue Line, the White Line, the Red line, the Merchant's Despatch and the Nickel Plate line, run over this road on same terms, a pro rata of a fixed through rate; cars furnished by the several lines; no preference given.

Contract with the United States Government for transportation of mails: compensation fixed by the post-office department on main line, \$5,276.46; on C. V. Branch, \$1,385.95 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	31,879	1.6
Grain.....	177,729	8.9
Meats and provisions.....	2,718	.1
Live stock.....	4,877	0.3
Lumber.....	101,429	5.1
Fig and bar iron and steel.....	23,480	1.2

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Iron or other ores.....	85,589	1.8
Coal and coke.....	1,889,167	69.8
Petroleum and other oils.....	1,920	0.1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State....	5,992	0.8
All other manufactures.....	51,720	2.6
All other merchandise.....	99,844	5.0
All other agricultural products.....	82,984	1.6
All other articles not included above	10,848	0.5
	20,075	1.2
Total	1,988,699	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees.....	23	1	24
Others	8	2	5
Total.....	27	3	30

EMPLOYEES.

Average number of persons employed (including officials) during year.....	436
Aggregate amount of salaries and wages paid them during year.....	\$284,544 53

OFFICERS OF THE FALL BROOK COAL COMPANY.

Name.	Title.	Official Address.
GEO. I. MAGEE.....	President.....	Corning, N. Y.
JOHN LANG.....	Vice-President, Secretary and Treas ..	Corning, N. Y.
JOHN H. LANG.....	Assistant Treasurer	Corning, N. Y.
DANIEL BEACH.....	Counsel	Corning, N. Y.
GEO. P. BROWN	General Superintendent.....	Corning, N. Y.
H. A. HORNING	Traffic Manager.....	Corning, N. Y.
WM. NICHOLSON	Auditor	Corning, N. Y.
J. B. TURBELL.....	Car Accountant.....	Corning, N. Y.
ANTON HARDT	Chief Engineer	Corning, N. Y.

Title of company, Fall Brook Coal Company.

General offices at Corning, N. Y.

For information concerning this report, address John Lang, Treasurer.

CROWN POINT IRON COMPANY.

For history of organization, see Report of 1885.

COST OF ROAD AND EQUIPMENT.

Road.	
Total cost of road	*\$368,587 62

* The road was built under contract, the Crown Point Iron Company doing only such work as fencing, ballasting, etc., and the total cost of the same is as given. We are unable to divide the cost under the several heads enumerated in form of report now in use.

EQUIPMENT.

Locomotives	\$17,000 00
Passenger cars	600 00
Freight and other cars	22,400 00
Total cost of equipment	\$40,000 00
Grand total cost of road and equipment	\$403,537 63

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$42,866 14
Less operating expenses (excluding all taxes)	22,879 88
Surplus for year ending September 30, 1886	\$19,986 26

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$38,265 07	\$38,265 07
Passengers, local	\$1,352 00		1,352 00
Mail	509 22		509 22
Switching		2,239 85	2,239 85
Total gross earnings	\$1,861 22	\$40,504 92	\$42,866 14

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$288 78	\$5,436 01	\$5,724 79
Repairs of bridges (including culverts and cattle-guards)	6 66	126 60	133 26
Repairs of fences	24 11	458 07	482 18
Total	\$319 50	\$6,070 68	\$6,390 18

Maintenance of equipment:

Repairs of locomotives	\$73 89	\$1,394 44	\$1,467 83
Repairs of cars	82 86	1,564 84	1,647 20
Repairs of machinery and tools	1 74	83 17	84 91
Other expenses for maintenance of equipment	82 89	624 95	657 84
Total	\$190 88	\$3,617 40	\$3,807 78

Conducting transportation:

Wages of conductors and men	\$69 20	\$1,314 80	\$1,384 00
Wages of engineers and firemen	181 02	2,489 40	2,670 42
Fuel for locomotives	202 91	3,555 86	3,758 77
Oil and waste	22 26	422 96	445 22
Wages of station agents and clerks	44 25	840 75	885 00
Station supplies	2 29	43 51	45 80
Wages of watchmen, flagmen and switchmen	65 57	1,245 96	1,311 53
Other expenses for conducting transportation	11 58	220 10	231 68
Total	\$549 08	\$10,432 84	\$10,981 92

General expenses:

Salaries of general officers and clerks	\$60 0	\$1,140 00	\$1,200 00
Grand total operating expenses	\$1,118 96	\$21,260 92	\$22,379 88

CROWN POINT IRON COMPANY.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$408,587 62
Due stockholders of The Crown Point Iron Company	19,986 26

\$428,523 88

LIABILITIES.

Inventory of railroad and equipment.....	\$408,587 62
Profit and loss (surplus)	19,986 26

\$428,523 88

TRAFFIC AND MILEAGE STATISTICS.

Total, all local.

Number of passengers carried.....	2,825
Number of passengers carried one mile.....	22,529
Number of tons of freight carried.....	80,525
Number of tons of freight carried one mile.....	1,010,345

Total train mileage, mixed	16,594
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ITEM.	Earnings.	Expenses..	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$1,861 22	\$1,118 96	\$742 26
Average per passenger carried	80	48	32
Average per passenger per mile.....	0828	0497	0829
Average per passenger train per mile..	1120	087	045
Freight earnings and expenses (including miscellaneous earnings)	40,504 92	21,260 92	19,244 00
Average per ton of freight carried.....	508	264	239
Average per ton of freight per mile ..	04	021	019
Average per freight train per mile....	2 44	1 28	1 16

ITEM.

Computed on earnings from carrying passengers and freight only.	All local, cents.
Average rate received per mile for carrying passengers, all classes.....	6
Average rate received per mile per ton for carrying freight, all classes.....	3.79

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Crown Point to Hammondsville, single track.....	12.84
Sidings and turnouts on main line.....	6.66

Grand total of tracks, sidings and turnouts.....	19.40
--	-------

Main line laid with steel rail, entire, sidings laid with iron rail.

Average life of ties, 5 years; weight of rails per yard, steel, maximum, 56 lbs.; minimum, 45 lbs.; gauge of track, 3 feet; ballasted with gravel.

BRIDGES.

ENTIRE LINE
ALL IN NEW YORK STATE.

	Number.	Aggregate length.
		<i>Feet.</i>
Wooden bridge	1	40
Wooden trestles and cattle passes.....	7	1,148
Total	8	1,188

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.
Locomotives, 6 drivers	2	\$8,000	91,000	*4	1
Locomotives, 4 drivers	1	8,500	55,000	*18	1
Total	3	.....	.....	*11	2
Second class passenger cars	1	\$600	.....	.....	.....
Box freight cars	8	.....	8,000	.....	.....
Ore cars	120	.....	5,500	.....	.....
Flat freight cars	6	.....	5,100	.....	.....
Caboose, 4-wheel car	1	.....	.....	.....	.....
Caboose, 8-wheel, car	1	.....	.....	.....	.....
Total	181	.....	.....	.....	.....

Lever brake on all wheels and ordinary link and pin coupler in use on cars.
Stub switches are used on entire line.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company	\$100,000
Railroad crossing road at grade	1
Highway crossings at grade without protection	12
Highway crossings over or under grade	1

Passenger cars heated by stoves, lighted by kerosene lamps, and ventilated by windows.
Contract with United States Government for transportation of mails, \$42.75 per mile per annum on 11.95 miles.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	195	.24
Grain	390	.48
Meats and provisions	209	.25
Pig and bar iron and steel	58	.07
Iron or other ores	74,945	92.07
Coal and coke	3,706	4.60
Petroleum and other oils	59	.07
All other manufactures	67	.08
All other merchandise	49	.05
All other agricultural products	87	.04
All other articles not included above	810	1.05
Total	80,525	100

NUMBER OF ACCIDENTS.

Employee injured	1
------------------------	---

* Been in use.

CROWN POINT IRON COMPANY.

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EMPLOYEES.

Average number of persons employed (including officials) during year.....	25
Aggregate amount of salaries and wages paid them, during year.....	\$10,938 55

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
L. G. B. CANNON	President.....	New York city.
H. M. OLMSTEAD.....	Treasurer	New York city.
A. L. INMAN.....	General Manager	Plattsburgh, N. Y.
H. L. REED.....	Assistant General Manager	Crown Point, N. Y.
JAS. McMANN.....	Superintendent.....	Crown Point, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
L. G. B. CANNON.....	New York city.
JAS. P. DICKSON.....	Scranton, Pa.
C. F. YOUNG.....	Honesdale, Pa.
GEO. H. CATLIN.....	Scranton, Pa.
D. B. PRATT.....	Elmira, N. Y.

Strictly speaking we have no railroad board of directors, the above-named gentlemen are directors of the Crown Point Iron Company, and as such direct all affairs of the company, including railroad.

Title of company, Crown Point Iron Company.

General offices at Crown Point, N. Y.

Date of close of fiscal year, September 30 (for this report).

Date of stockholders' annual meeting in month of May.

For information concerning this report, address H. L. Reed, Asst. Gen. Manager.

DELAWARE, LACKAWANNA AND WESTERN.

LESSEE.

This report is made by the Delaware, Lackawanna and Western Railroad Company as lessee of the following roads in the State of New York as to the operations thereof:

Valley Railroad.
New York, Lackawanna and Western Railway.
Cayuga and Susquehanna Railroad.
Greene Railroad.
Utica, Chenango and Susquehanna Valley Railroad.
Oswego and Syracuse Railroad.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$5,646,178 65
Less operating expenses (excluding all taxes).....	2,831,883 25
Gross income from all sources	\$3,814,795 40
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$2,080,996 00
Taxes on property used in operation of road.....	127,854 28
Taxes on earnings and capital stock.....	49,143 19
	<u>2,207,492 47</u>
Surplus for year ending September 30, 1886, assumed by lessee.....	<u>\$1,107,802 93</u>

DETAILED STATEMENT OF RENTALS.

Valley Railroad:

Twelve months' interest on \$750,000 stock at 5 per cent.....	\$37,500
Twelve months' interest on \$400,000 bonds at 5 per cent.....	20,000

<i>New York, Lackawanna and Western Railway :</i>		
Twelve months' interest on \$10,000,000 stock at 5 per cent.....		\$500,000
Twelve months' interest on \$12,000,000 bonds at 6 per cent.....		720,000
Twelve months' interest on \$5,000,000 bonds at 5 per cent.....		250,000
<i>Cayuga and Susquehanna Railroad :</i>		
Twelve months' rental paid lessor directly.....		54,600
<i>Greene Railroad :</i>		
Twelve months' interest on \$200,000 stock at 6 per cent.....		12,000
Twelve months' interest on \$200,000 bonds at 7 per cent.....		14,000
<i>Utica, Chenango and Susquehanna Valley Railroad :</i>		
Twelve months' interest on \$4,000,000 stock at 6 per cent.....		240,000
<i>Oneida and Syracuse Railroad :</i>		
Twelve months' interest on \$1,320,400 stock at 9 per cent.....		118,836
Twelve months' interest on \$438,000 bonds at 7 per cent.....		30,660
Twelve months' interest on \$668,000 bonds at 5 per cent.....		33,400
Total amount of rentals deducted from income.....		\$2,080,996

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$4,636,202 08		
Freight, local.....	895,718 02		
		\$5,081,915 10	\$5,081,915 10
Passengers, through.....	\$101,788 89		
Passengers, local.....	408,732 87		
	\$505,516 76		505,516 76
Mail.....	17,789 44		17,789 44
Express.....	71,653 15		71,653 15
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	4,569 84	18,708 00	18,277 34
Telegraph.....	211 02	633 04	844 06
Storage.....	45 70	187 10	182 80
Total gross earnings.....	\$599,785 41	\$5,046,898 24	\$5,646,178 65

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$20,897 58	\$62,692 75	\$83,590 33
Steel rails laid, 112 tons, cost \$3,125.86.....	781 46	2,344 40	3,125 86
Old rails laid, 378 tons, cost \$5,667.68.....	1,416 91	4,250 72	5,667 63
Repairs of roadbed.....	65,870 09	197,610 29	263,480 38
Repairs of bridges (including culverts and cattle-guards).....	9,354 26	28,062 77	37,417 03
Repairs of stations, shops, docks, etc.....	17,464 84	52,894 50	69,859 34
Repairs of fences.....	1,642 59	4,927 75	6,570 34
Other expenses for maintenance of way and structures.....	994 42	2,983 25	3,977 67
Total.....	\$118,422 15	\$355,266 48	\$473,688 58
<i>Maintenance of equipment :</i>			
Repairs of locomotives ..	\$28,336 16	\$71,388 25	\$99,724 41
Repairs of cars.....	24,177 51	112,002 46	136,179 97
Repairs of machinery and tools.....	1,405 35	4,216 07	5,621 42
Other expenses for maintenance of equipment.....	8,375 85	10,127 55	18,503 40
Total.....	\$57,294 87	\$197,734 33	\$255,029 20
<i>Conducting transportation :</i>			
Wages of conductors and men	\$40,005 46	\$132,546 92	\$172,552 38
Wages of engineers and firemen.....	39,891 60	150,281 94	190,173 54
Fuel for locomotives	82,264 54	246,793 64	329,058 18

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Oil and waste	\$8,455 39	\$22,535 31	\$30,99 70
Water supply	5,060 94	15,132 88	20,243 77
Other train supplies or expenses.....	10,911 82	43,928 94	54,840 26
Wages of station agents and clerks.....	31,618 72	94,841 15	126,454 87
Wages for labor at stations.....		236,494 61	236,494 61
Station supplies.....	2,604 57	7,813 70	10,418 27
Wages of watchmen, flagmen and switchmen	24,729 55	74,188 65	98,918 20
Other expenses for conducting transportation	2,876 26	8,628 74	11,505 00
Total	\$248,418 35	\$1,033,236 43	\$1,281,649 78
<i>General expenses :</i>			
Salaries of general officers and clerks	\$8,897 18	\$26,691 55	\$35,588 73
General office expenses and supplies.....	1,496 69	4,490 06	5,966 75
Stationery and printing.....	4,448 60	13,845 82	17,794 42
Outside agencies and advertising.....	1,429 66	4,288 97	5,718 63
Legal expenses.....	2,146 46	6,439 88	8,585 84
Loss and damage of freight and baggage	68 74		68 74
Damage to cattle and property	99 26	797 79	897 05
Injuries to persons.....	925 29	2,775 88	3,701 17
Mileage of cars of other companies (debit balance)		232,993 36	232,993 36
Other general expenses.....	2,545 25	7,635 75	10,181 00
Total	\$22,057 13	\$298,958 56	\$321,015 69
Grand total operating expenses	\$446,187 50	\$1,885,195 75	\$2,331,383 25

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried.....	93,183	706,823	800,006
Number of passengers carried one mile	6,576,986	17,432,845	24,009,831
Number of tons of freight carried.....	3,840,867	384,438	4,225,305
Number of tons of freight carried one mile	558,282,610	30,418,822	588,646,432
Passenger train mileage	551,846	504,058	1,055,906
Freight train mileage.....	2,980,552	415,000	3,395,552
Total train mileage.....	3,532,400	919,058	4,451,458

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$599,785 41	\$446,187 50	\$153,597 91
Average per passenger carried	75	56	19
Average per passenger per mile.....	0250	0185	0065
Average per passenger train per mile.	57	42	15
Freight earnings and expenses (including miscellaneous earnings)....	5,046,393 24	1,885,195 75	3,161,197 49
Average per ton of freight carried ...	1 19	45	74
Average per ton of freight per mile ..	00864	00823	00541
Average per freight train per mile ...	1 48	55	93

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first class	Cents. 8	Cents. 8	Cents. 8
Average rate received per mile for carrying pas- sengers, second class	2	2	2
Average rate received per mile for carrying pas- sengers, all classes	1.547	2.816	2.105
Average rate received per mile per ton for carrying freight, all classes	0.888	1.801	0.862

DESCRIPTION OF ROAD AND EQUIPMENT.

Average life of rails, steel, 15 years, iron, 6 years; average life of ties, 6 years; weight of rails per yard, steel, maximum, 67 lbs., minimum, 56 lbs., iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

Delaware, Lackawanna and Western Railroad Company, Lessee.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Valley Railroad.....	Penn. State line	Binghamton....	11.64	11.64	11.64	24.32	1.18
N. Y., Lack. and West. Ry.....	Binghamton....	Buffalo	200.58	206.99	200.58	463.29	.....
	Buffo city lines	Oswego Branch	7.21	7.21	5.97	21.96	.....
Cayuga and Susquehanna R. R.	Susq. River.....	Ithaca	34.41	34.41	.....	29.09	11.41
Greene Railroad	Chenango Forks	Greene	8.10	8.10	.....	7.98	.80
Utica, Chen. & Sus. V. R. R....	Greene	Utica	75.66	75.66	.....	75.66	17.44
	Richfield Spgs	Branch	21.75	21.75	.....	21.75	2.74
Oswego and Syracuse Railroad.	Syracuse	Oswego	34.98	34.98	.....	37.29	19.87
			394.33	400.74	218.19	681.09	33.44

United States Express Company run over this line; rate, about \$6,000 per month.

Sleeping, parlor and hotel cars are run over this line and are owned jointly by this company with Pullman's Palace Car Company, under agreement dividing net earnings equally; rates made by said car company.

The Lackawanna line and Great Eastern line run over this line, pro rates, use of track, etc., same conditions as with all other cars; both cars of this company and said lines are used. Said cars and freight are moved in same trains with other through freight.

Contract with United States Government for transportation of mails, from July 1, 1885, about \$17,800 per annum per allotments.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	107,894
Grain	299,880
Meats and provisions	68,471
Live stock	119,454
Lumber	164,329
Pig and bar iron and steel	93,964
Iron or other ores	32,461
Coal and coke	2,549,065
Petroleum and other oils	19,104
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	61,481
All other manufactures	184,011
All other merchandise	235,180
All other agricultural products	142,114
All other articles not included above	198,447
Total	4,225,306

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	1	.....	1
Employees	38	4	42
Others	9	13	22
Total	48	17	65

EMPLOYEES.

Average number of persons employed (including officials) during year 2,632
 Aggregate amount of salaries and wages paid them during year..... \$1,114,872

Title of company, The Delaware, Lackawanna and Western Railroad Company.
 For information concerning this report, address Fred. F. Chambers, Secretary and Auditor, 26 Exchange place, New York.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH.

LESSOR.

LESSEE-NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, December 31, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued on account of construction and now outstanding	13,000	\$1,800,000	\$1,800,000

Number of stockholders..... 75

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds	1870	20	7	June & Dec.	\$2,000,000	\$2,000,000	\$2,000,000
Second mortgage bonds	1872	18	7	April & Oct.	1,000,000	1,000,000	1,000,000
Third mortgage bonds	1872	18	7	April & Dec.	200,000	200,000	200,000
Total .....	...	..	..	.....	\$3,200,000	\$3,200,000	\$3,200,000

COST OF ROAD AND EQUIPMENT.

Total cost of road.....	\$4,558,150 07
Total cost of equipment.....	262,725 00
Grand total cost of road and equipment up to September 30, 1886 ...	\$4,820,875 07

This company was formed by consolidation of the Dunkirk, Warren and Pittsburgh and the Warren and Venango companies. As neither of those companies kept their accounts with reference to the above items, this company is unable to give them.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$227,498 68
Less operating expenses (excluding all taxes).....	226,085 70
Gross income from all sources.....	\$1,457 98
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	*.....
Taxes on property used in operation of road.....	\$8,813 99
Taxes on earnings on capital stock.....	1,491 07
	10,805 06
Deficit for year ending September 30, 1886 ...	\$8,847 05

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$8,847 08
Surplus up to September 30, 1885.....	96,523 95
Total surplus September 30, 1886	\$87,676 87

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$65,249 80		
Freight, local.....	71,699 02		
Passengers, through.....	\$11,192 03	\$136,948 32	\$136,948 32
Passengers, local.....	65,889 77		
Mail	\$76,581 80		76,581 80
Express	6,243 56		6,243 56
Miscellaneous, as follows, viz.:	8,043 70		8,043 70
Trackage.....	\$4,551 30		
News agency.....	125 00		
	1,991 03	2,685 27	4,676 30
Total gross earnings.....	\$87,860 09	\$189,633 59	\$227,493 68

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$23,806 44	\$33,538 55	\$56,844 99
Steel rails laid, 302 tons, cost \$11,818.47	1,915 75	2,756 81	4,672 56
Repairs of roadbed.....	450 34	643 06	1,098 40
Repairs of bridges (including culverts and cattle-guards).....	4,309 23	6,201 03	10,510 31
Repairs of stations, shops, docks, etc.....	479 00	689 30	1,168 30
Repairs of fences.....	901 47	1,297 23	2,198 70
Other expenses for maintenance of way and structures	856 41	1,232 41	2,088 82
Total	\$32,218 64	\$46,363 44	\$78,582 08

* The road of this company is leased to the New York Central and Hudson River Railroad Company. Separate accounts, however, have been kept and from them this report is made. The interest on the company's funded debt was paid by lessee as rent under its lease.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH. 221

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$1,337 32	\$2,778 44	\$4,115 76
Repairs of cars.....	3,996 17	7,152 12	11,148 29
Repairs of machinery and tools.....	142 60	205 20	347 80
Other expenses for maintenance of equipment.....	969 04	1,394 46	2,363 50
Total	\$6,445 13	\$11,520 22	\$17,975 35
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$7,278 47	\$15,700 57	\$22,979 04
Wages of engineers and firemen.....	7,265 00	15,769 86	23,034 84
Fuel for locomotives.....	5,128 00	11,771 01	16,899 01
Oil and waste.....	425 82	832 64	1,258 46
Water supply.....	1,456 63	2,096 12	3,552 75
Other train supplies or expenses.....	124 00	26 50	150 50
Wages of station agents and clerks.....	3,873 25	10,641 19	14,519 44
Wages for labor at stations.....	1,123 26	2,580 88	3,703 64
Station supplies.....	179 56	258 39	437 95
Wages of watchmen, flagmen and switchmen.....	2,439 71	3,510 81	5,950 52
Other expenses for conducting transportation.....	401 78	578 17	979 95
Total	\$29,700 48	\$63,765 64	\$93,466 12
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$4,437 26	\$8,896 29	\$13,333 55
General office expenses and supplies.....	29 97	43 18	73 10
Stationery and printing.....	364 95	585 59	950 54
Outside agencies and advertising.....	87 00	96 72	183 72
Legal expenses.....	638 14	918 33	1,556 47
Loss and damage of freight and baggage.....	17 50	1,239 30	1,256 80
Damage to cattle and property.....	184 72	479 25	663 97
Telegraph maintenance and operation.....	2,843 75	3,872 71	5,716 46
Mileage of cars of other companies (debit balance).....	105 51	11,151 52	11,257 03
Other general expenses.....	397 91	572 60	970 51
Total	\$8,656 71	\$27,355 44	\$36,012 15
Grand total operating expenses.....	\$77,020 96	\$149,014 74	\$226,035 70

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$4,558,150 07
Cost of equipment	262,725 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	6,839 76
Due by agents.....	1,072 68
Open accounts.....	702 75
Materials and supplies.....	223 21
	<u>\$4,829,243 47</u>

LIABILITIES.

Capital stock	\$1,300,000 00
Funded debt.....	3,200,000 00
Open accounts.....	19,903 94
Loans and bills payable	221,662 66
Profit and loss (surplus).....	87,676 87
	<u>\$4,829,243 47</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	12, 474	188, 526	151, 000
Number of passengers carried one mile.....	589, 030	2, 498, 946	3, 087, 976
Number of tons of freight carried....	118, 827	111, 880	230, 707
Number of tons of freight carried one mile	8, 417, 815	3, 663, 711	12, 081, 526
Passenger train mileage .....	.....	.....	127, 264
Freight train mileage.....	.....	.....	123, 146
All other train mileage.....	.....	.....	7, 207
Total train mileage.....	.....	.....	256, 611

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$87, 860 09	\$77, 020 96	\$10, 839 13
Average per passenger carried	58	51	07
Average per passenger per mile.....	0284	0249	0035
Average per passenger train per mile.....	69	61	08
Freight earnings and expenses (including miscellaneous earnings)....	139, 633 59	149, 014 74	Loss. \$9, 381 15
Average per ton of freight carried....	61	65	04
Average per ton of freight per mile...	0115	0123	0008
Average per freight train per mile....	1 14	1 22	08

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate per mile for carrying passengers, first class.....	Cents. 1.9	Cents. 2.62	Cents. 2.43
Average rate received per mile per ton for carrying freight, all classes.....	.78	1.9	1.13

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES, ALL OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Dunkirk, N. Y., to Oil City, Pa.....	42.8	106.5
Single track on main line.....	42.8	90.6
Sidings and turnouts on main line.....	8.5	13.5
Grand total of tracks, sidings and turnouts.....	50.8	104.1
Laid with steel rail, main line.....	40.7	79.1
Laid with iron rail, main line.....	10.1	25

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH. 223

Average life of rails, steel, 15 years; iron, 9 years; average life of ties, 8 years; weight of rails per yard, steel, maximum, 60 lbs.; minimum, 56 lbs.; iron, maximum, 60 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Stone.....	1	<i>Feet.</i> 8	1	8
Iron bridges.....	7	672	11	958
Wooden bridges.....	3	351	16	1,850
Wooden trestles.....	4	320	8	2,239
Total	15	1,351	36	5,555

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	1	...	1	\$14,000	120,000	15	.....	.....
Locomotives, 4 drivers.....	11	...	11	12,000	104,388	15	4	4
Total	12	...	12	.....	.....	.....	4	4
First-class passenger cars	6	.....	6	\$6,500	41,000	15	6	6
Second-class passenger cars.....	4	.....	4	4,500	39,000	15	4	4
Baggage, mail and express cars	2	.....	2	3,000	3,200	15	2	2
Total	12	.....	12	.....	.....	.....	12	12
Box freight cars.....	38	...	38	550	18,000	.....	.....	.....
Coal freight cars.....	15	...	15	500	18,000	.....	.....	.....
Flat freight cars.....	55	...	55	400	14,000	.....	.....	.....
Service cars.....	1	...	1	2,000	88,000	.....	1	1
Total	80	15	104	.....	.....	.....	1	1

Westinghouse air brake and Miller platform and buffer used on passenger trains; chain and wheel brake, link and pin coupler used on freight trains.
Stub switches, wholly, used on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire length.
Telegraph owned and operated by company, miles.....	42.3	90.6
Cost of real estate now held by the company, exclusive of that used in operation.....	.....	\$20,000
Total assessed value of real estate and personal property of company.....	\$455,640	*475,640
Length of steel rails laid during year in repairs, miles.....	5	2.8
Railroads crossing road at grade.....	8	3
Railroad crossing road over or under grade .....	.....	1
Highway crossings at grade without protection	80	64
Highway crossings over or under grade	1	8
Overhead obstruction less than 20 feet above track .....	.....	1

* Road equipment not assessed in Pennsylvania.

Passenger cars are heated by Martin's anti-fire car-heating apparatus, lighted with candles, and ventilated with slat ventilators.

The American Express Company runs over this line; pays double first-class freight and special rates according to distance.

No freight or transportation companies run over this road, except cars of other companies.

Contract with the United States Government for transportation of mails: \$6, 243.55 per annum; one run each way, daily.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	2, 124	1
Grain.....	12, 644	6
Meats and provisions.....	5, 661	2
Live stock.....	1, 908	1
Lumber.....	45, 855	19
Pig and bar iron and steel.....	4, 481	2
Coal and coke.....	19, 234	9
Petroleum and other oils.....	99, 914	45
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	4, 262	2
All other manufactures.....	3, 631	1
All other merchandise.....	9, 570	4
All other agricultural products.....	5, 705	3
All other articles not included above.....	14, 718	7
Total.....	280, 707	100

NUMBER OF ACCIDENTS.

	Injured.
Employees.....	8
Others.....	2
Total.....	10

EMPLOYEES.

Average number of persons employed (including officials) during year.....	288
Aggregate amount of salaries and wages paid them during year.....	\$149, 738 59

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
EDWIN D. WORCESTER.....	President.....	New York city.
DWIGHT W. PARDEE.....	Secretary and Treasurer.....	New York city.
WILLIAM M. LESTER.....	Auditor and Local Treasurer.....	Dunkirk, N. Y.
DARWIN THAYER.....	General Superintendent.....	Dunkirk, N. Y.
OSCAR W. JOHNSON.....	Solicitor.....	Fredonia, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
EDWIN D. WORCESTER.....	New York city.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM K. VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHARLES C. CLARKE.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
HORACE J. HAYDEN.....	New York city.
DWIGHT W. PARDEE.....	New York city.
DARWIN THAYER.....	Fredonia, N. Y.
OSCAR W. JOHNSON.....	Fredonia, N. Y.
RASSELAS BROWN.....	Warren, Pa.
(One vacancy.)	

Title of company, Dunkirk, Allegheny Valley and Pittsburgh Railroad Company.

General offices at Dunkirk, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, April 15.

For information concerning this report, address W. M. Lester, Auditor.

ELMIRA, CORTLAND AND NORTHERN.

(Date of charter, March 7, 1884.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	20,000	\$2,000,000	.....
Issued for purchase price and now outstand'g	20,000	2,000,000	*.....

Number of stockholders 28

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount author- ized.	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
First preferred mortgage bonds.	Apl. 1, 1884	30	6	April & Oct.	\$750,000	\$750,000	*.
First mortg'e b'ds.	Apl. 1, 1884	30	..	None payable at present..	1,250,000	1,250,000	*.....
Total.....	.....	..	..	.....	\$2,000,000	\$2,000,000	.....

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Bridges .....	.....	\$39 58
Superstructure (including ties)	\$9,211 61	9,211 61
Rails	4,088 69	4,088 69
Land and land damages	2,090 42	15,941 75
Passenger and freight stations.....	1,569 26	19,145 23
Engine and car-houses	6,071 43	9,681 43
Shops, machinery and tools	2,062 47	11,647 81
Fuel and water stations.....	1,038 99	1,816 68
Total cost of road.....	\$26,132 87	\$71,572 78

* Paid for road and equipment.

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$7,299 51	\$22,885 50	\$29,685 01
Wages of engineers and firemen	8,056 84	22,894 91	30,451 25
Fuel for locomotives	14,976 94	25,501 27	40,478 21
Oil and waste	943 12	1,605 85	2,548 97
Water supply	660 50	1,124 64	1,785 14
Other train supplies or expenses	282 49	446 94	709 43
Wages of station agents and clerks	5,478 21	9,827 77	14,805 98
Wages for labor at stations		1,725 10	1,725 10
Station supplies	476 76	811 79	1,288 55
Wages of watchmen, flagmen and switchmen	270 07	459 86	729 93
Other expenses for conducting transportation	1,279 18	2,178 06	3,457 24
Total	\$39,708 12	\$87,961 69	\$127,664 81
<i>General expenses :</i>			
Salaries of general officers and clerks	\$7,677 89	\$13,072 31	\$20,749 70
General office expenses and supplies	855 87	1,456 45	2,311 82
Stationery and printing	672 40	1,144 89	1,817 29
Outside agencies and advertising	602 02		602 02
Legal expenses	1,798 54	3,062 39	4,860 93
Loss and damage of freight and baggage		852 91	852 91
Damage to cattle and property	145 56	247 85	393 41
Injuries to persons	5 55	446 95	452 50
Telegraph maintenance and operation	751 18	1,279 03	2,030 21
Mileage of cars of other companies (debit balance)	181 97	25,357 12	25,539 09
Other general expenses	1,781 67	3,033 66	4,815 33
Total	\$11,471 65	\$49,953 56	\$64,425 21
Grand total operating expenses	\$108,446 08	\$231,105 40	\$339,551 48

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$4,128,237 14
<i>Current assets, as follows, viz.:</i>	
Due by agents	\$5,757 59
Open accounts	20,240 89
Materials and supplies	9,737 70
Sundries	66,410 30
	102,146 54
Profit and loss (deficiency)	250,999 00
	\$4,481,382 63

LIABILITIES.

Capital stock	\$2,000,000 00
Funded debt	2,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$22,500 00
Audited vouchers and pay rolls	29,674 12
Open accounts	77,196 85
Loans and bills payable	352,011 71
	481,382 63
	\$4,481,382 63

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	84,427	146,641	181,068
Number of passengers carried one mile			3,697,048
Number of tons of freight carried	306,712	47,411	354,123
Number of tons of freight carried one mile			34,562,427
Passenger train mileage.....			201,210
Freight train mileage.....			347,410
All other train mileage.....			30,732
Total train mileage.....			579,352

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$127,060 26	\$108,446 08	\$18,614 18
Average per passenger carried	70178	59898	10280
Average per passenger per mile	03437	02933	00504
Average per passenger train per mile.	68148	53897	09251
Freight earnings and expenses (including miscellaneous earnings).....	242,204 42	281,105 40	11,099 02
Average per ton of freight carried....	68395	65281	03134
Average per ton of freight per mile...	00701	00669	0032
Average per freight train per mile....	69717	66522	03195

ITEM.	Through and local, cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes.....	2.92
Average rate received per mile per ton for carrying freight, all classes.....	.7

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Elmira to Canastota, single track.....	119.84
Sidings and turnouts on main line.....	18.06
Grand total of tracks, sidings and turnouts.....	137.90
Laid with steel rail, main line.....	119.84

Weight of rails, per yard—steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	4	Feet. 1,419
Wooden bridges	17	1,108
Wooden trestles.....	59	4,822
Total	80	7,349

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	2	\$8,700	140,000	2	.....
Locomotives, 6 drivers	18	9,281	144,000	18	.....
Locomotives, 4 drivers	8	5,000	140,000	7	.....
Total	28	.....	.....	27	.....
First-class passenger cars	8	.....	45,000	8	8
Combination passenger cars	2	.....	38,000	2	2
Baggage, mail and express cars	8	.....	38,000	8	8
Total	18	.....	.....	18	18
Box freight cars	17	.....	21,000	.....	.....
Coal freight cars	103	\$429	21,800	.....	.....
Flat freight cars	87	.....	18,000	.....	.....
Caboose, 4-wheel cars	8	.....	15,500	.....	.....
Caboose, 8-wheel car	1	.....	24,000	.....	.....
Total	161	.....	.....	.....	.....

Eames' brake and Miller coupler are used on passenger cars.

Twenty-two split and 82 stub switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	119.84
Total assessed value of real estate and personal property of company	\$770,510
Length of steel rails laid during year in repairs, miles	7.406
Railroads crossing road at grade	7
Highway crossings at grade without protection	103
Highway crossings over or under grade	2
Overhead obstructions less than 20 feet above track	2

Passenger cars heated by Spear car heaters, lighted by oil and ventilated by Creamer ventilator in deck and sash in doors.

United States Express Company runs over this line, paying \$400 per month and 30 cents for each 100 pounds transported in any one month in excess of 183,383 pounds; express company pays one-half of the salaries of all conductors who act as messengers. The United States Express Company discontinued service on the line September 30, 1886, the Erie Express Company taking their place October 1, 1886.

Contract with U. S. Government for transportation of mails, on two trains per day, except Sunday, at \$9,864.86 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,248	00.85
Grain	7,091	2
Meats and provisions	6,273	1.77
Live stock	1,240	00.85
Lumber	80,208	8.53
Pig and bar iron and steel	1,581	00.45
Coal and coke	277,441	78.86

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Petroleum and other oils	639	00.18
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	5,022	1.42
All other manufactures	11,925	8.37
All other merchandise	2,103	00.59
All other agricultural products	2,369	00.66
All other articles not included above	6,988	1.97
Total	354,123	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	16	2	18
Others	2	.....	2
Total	18	2	20

EMPLOYEES.

Average number of persons employed (including officials) during year.....	370
Aggregate amount of salaries and wages paid them during year.....	\$194,000 98

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
AUSTIN CORBIN	President	New York city.
J. ROGERS MAXWELL	Vice-President	New York city.
WM. G. WHEELER	Secretary and Treasurer	New York city.
A. A. McLEOD	General Manager	Elmira, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
AUSTIN CORBIN	Islip, N. Y.
J. ROGERS MAXWELL	Brooklyn, N. Y.
ARCHIBALD A. McLEOD	Elmira, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
JAMES ARMSTRONG	New York city.
JAMES D. CAMPBELL	Brooklyn, N. Y.
FREDERICK W. DUNTON	New York city.
WM. G. WHEELER	New York city.
CHAS. BRUFF	New York city.
GILMAN S. MOULTON	New York city.
THOMAS F. WARD	New York city.
JOHN P. DOSH	New York city.
JAMES K. O. SHERWOOD	Oyster Bay, N. Y.

Title of company, Elmira, Cortland and Northern Railroad Company.

General offices at Elmira, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address A. A. McLeod, General Manager.

ELMIRA, JEFFERSON AND CANANDAIGUA.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, February 18, 1859.)

For history and organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.	5,000	\$500,000 00

Number of stockholders	15
------------------------------	----

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment.....	\$500,000
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.*Income from other sources than earnings, as follows, viz.:*

Received from Northern Central Railway Company on account of net earnings	\$30,790 61
---	-------------

Payments from income, as follows, viz.:

Dividends declared, 6 per cent on \$500,000, common stock ..	\$30,000 00
Tax on capital stock.....	750 00
	30,750 00

Surplus for year ending September 30, 1886.....	\$40 61
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GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$40 61
Surplus up to September 30, 1885.....	709 39

Total surplus September 30, 1886.....	\$750 00
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.**ASSETS.**

Cost of road.....	\$500,000 00
Cash on hand.....	750 00
	\$500,750 00

LIABILITIES.

Capital stock	\$500,000 00
Profit and loss (surplus).....	750 00
	\$500,750 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE B. ROBERTS.....	President.....	Philadelphia, Pa.
JOHN S. LEIB.....	Treasurer.....	Baltimore, Md.
JAMES P. KERR.....	Secretary.....	Baltimore, Md.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE B. ROBERTS.....	Philadelphia, Pa.
FRANK THOMSON.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Philadelphia, Pa.
J. W. DuBARRY.....	Philadelphia, Pa.
SPENCER MEADE.....	Elmira, N. Y.
J. D. F. SLEE.....	Elmira, N. Y.
C. J. LANGDON.....	Elmira, N. Y.
H. C. FRENCH.....	Elmira, N. Y.
F. E. FITCH.....	Elmira, N. Y.
ROBERT NEILSON.....	Williamsport, Pa.
J. D. CAMERON.....	Harrisburg, Pa.
JOHN S. LEIB.....	Baltimore, Md.
JAMES P. KERR.....	Baltimore, Md.

Title of company, The Elmira, Jefferson and Canandaigua Railroad Company.

General office at Elmira, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Wednesday in September.

For information concerning this report, address John S. Leib, Treasurer.

ELMIRA, JEFFERSON AND CANANDAIGUA.

LESSER.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1896.

Gross earnings from operation.....	\$289,027 89
Less operating expenses (excluding all taxes).....	257,538 81
Gross income from all sources.....	\$31,494 08
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$6,840 30
Taxes on earnings and capital stock.....	
Taxes other than above.....	
Interest on equipment.....	10,185 51
Rents.....	2,192 29
Payment on account of net earnings.....	80,790 61
	50,008 71
Deficit from all sources.....	\$18,514 63

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....		\$207,257 32	\$207,257 32
Passengers, through and local.....	\$71,226 70		71,226 70
Mail.....	6,400 90		6,400 90
Express.....	3,426 57		3,426 57
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	7 30	21 91	29 21
Sundry sources.....	69 42	908 26	277 68
Miscellaneous passengers.....	409 51		409 51
Total gross earnings.....	\$81,540 40	\$207,487 49	\$289,027 89

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$3,876 17	\$11,628 51	\$15,504 68
Steel rails laid, 5.18 tons.....	6 56	19 68	26 24
Iron rails laid.....	18 00	39 00	57 00
Repairs of roadbed.....	1,080 26	3,240 79	4,321 05
Repairs of bridges (including culverts and cattle-guards).....	775 55	2,326 66	3,102 21
Repairs of stations, shops, docks, etc.....	253 48	661 02	914 50
Repairs of fences.....	59 24	177 74	236 98
Other expenses for maintenance of way and structures.....	1,941 99	5,825 98	7,767 97
Total.....	\$8,006 25	\$23,919 38	\$31,925 63
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$3,090 75	\$19,449 12	\$22,539 87
Repairs of cars.....	42 07	12,332 91	12,424 98
Repairs of machinery and tools.....	447 99	1,343 98	1,791 97
Other expenses for maintenance of equipment.....	2,830 62	6,961 36	9,282 43
Total.....	\$5,901 43	\$40,187 37	\$46,089 30
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$7,491 89	\$22,635 00	\$30,126 89
Wages of engineers and firemen.....	4,461 23	18,952 74	23,413 97
Fuel for locomotives.....	4,272 75	15,557 76	19,830 51
Oil, tallow and waste.....	496 94	1,384 12	1,881 06
Water supply.....	942 68	2,825 04	3,767 72
Other train supplies or expenses.....	288 74	853 33	642 07
Wages of station agents and clerks.....	3,288 12	16,582 76	19,870 88
Wages for labor at stations.....	707 88	7,356 73	8,064 61
Station supplies.....	564 89	473 81	1,038 70
Wages of watchmen, flagmen and switchmen.....	1,801 68	3,700 32	5,002 00
Other expenses for conducting transportation.....	1,432 62	4,297 85	5,730 47
Total.....	\$25,249 42	\$94,119 46	\$119,368 88
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,501 16	\$4,503 47	\$6,004 63
General office expenses and supplies.....	29 22	87 64	116 86
Stationery and printing.....	946 81	1,825 84	2,772 65
Outside agencies and advertising.....	1,203 92	2,672 82	3,876 74
Legal expenses.....	827 72	1,949 59	2,777 31
Loss and damage of freight and baggage.....	.....	543 70	543 70
Telegraph maintenance and operation.....	2,982 96	7,951 61	10,934 57
Mileage of cars of other companies (debit balance).....	4,213 10	28,910 44	33,123 54
Total.....	\$11,704 89	\$48,445 11	\$60,150 00
Grand total operating expenses.....	\$50,661 99	\$206,671 82	\$257,333 81

TRAFFIC AND MILEAGE STATISTICS.

	Total.
Number of passengers carried.....	184,035
Number of passengers carried one mile.....	3,404,600
Number of tons of freight carried.....	1,121,150
Number of tons of freight carried one mile.....	39,919,581

Passenger train mileage	92,598
Freight train mileage	197,743
All other train mileage	290
Total train mileage	290,626

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$81,540 40	\$50,861 99	\$30,678 41
Average per passenger carried	5294	3302	1992
Average per passenger per mile	0239	0149	0090
Average per passenger train per mile	8806	5493	3318
Freight earnings and expenses (including miscellaneous earnings)	207,487 49	206,671 82	815 67
Average per ton of freight carried	1850	1843	0007
Average per ton of freight per mile	0052	00518	00002
Average per freight train per mile	1 05	1 04	01

ITEM.	Through and local, cents.
Computed on earnings from carrying passengers only.	
Average rate received per mile for carrying passengers, all classes	*2.895
Average rate received per mile per ton for carrying freight, all classes .....	.520

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Watkins to Canandaigua, single track	46.60
Sidings and turnouts on main line	12.46
Grand total of tracks, sidings and turnouts	59.06
Laid with steel rail, main line	46.60

Average life of ties, 8 years; weight of rails per yard—steel, 60 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with cinders and gravel.

DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGE.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridges	18	Feet. 1,828
Wooden trestles	30	1,865
Total	43	2,688

Westinghouse automatic air brake and Janney coupler in use on passenger cars, and handbrake, link and pin coupler on freight cars.
Point switches are used on main track.

NOTE.— All equipment owned by Northern Central Railway Company.

* Should 2.092. — R. R. Commissioners.

MISCELLANEOUS STATISTICS.

Telegraph owned and operated by company, miles.....	46.60
Total assessed value of real estate and personal property of company.....	\$482,738
Length of steel rails laid during year in repairs.....	0.11
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	51
Highway crossings at grade protected by gates or flagmen.....	2
Highway crossings over or under grade.....	4
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by stoves, lighted with oil and gas, and ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Live stock.....	15,072	1.344
Lumber.....	65,207	5.816
Pig and bar iron and steel.....	81,686	2.826
Iron or other ores.....	19,084	1.695
Coal and coke.....	712,984	63.590
Petroleum and other oils.....	490	.043
Manufactures and merchandise.....	87,550	7.809
Agricultural products.....	164,802	14.654
All other articles not included above.....	24,875	2.220
Total.....	1,121,150	100

NUMBER OF ACCIDENTS.	Injured.	Killed.	Total.
Employees.....	18	1	19

EMPLOYEES.

Average number of persons employed (including officials) during year..... 215

ELMIRA STATE LINE.

LESSOR.

LESSEE — TIoga OF PENNSYLVANIA.

(Date of charter, April 21, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	1,000	\$100,000	.....
Issued for actual cash and now outstanding.	902	90,200	\$90,200

ELMIRA STATE LINE.

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Number of stockholders 87

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate	When payable.			
Mortgage bonds ...	1875	20	p.c. 7	April & Oct.	\$100,000	\$100,000	\$100,000

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast	\$68,621 12
Bridges	11,678 68
Superstructure (including ties) and rails	88,400 49
Land, land damages and fences	12,874 97
Passenger and freight stations	8,747 81
Engine and car houses, shops, machinery and tools	1,000 00
Engineering expenses	7,811 98
Total cost of road	\$194,135 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$194,135 00
Due by Tioga Railroad Company	61,000 00
	\$255,135 00

LIABILITIES.

Capital stock	\$90,200 00
Funded debt	160,000 00
Due Tioga Railroad Company	4,935 00
	\$255,135 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN KING	President	P. O. Box, 839, New York city.
A. R. MACDONOUGH ...	Secretary	
EDWARD WHITE	Treasurer	

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN KING	New York city.
JOHN G. McCULLOUGH	New York city.
H. H. COOKS	New York city.
S. M. FELTON, JR.	New York city.
P. N. DRAKE	Elmira, N. Y.
S. T. REYNOLDS	Elmira, N. Y.
H. D. V. PRATT	Elmira, N. Y.

Title of company, Elmira State Line Railroad Company.

General office at 21 Cortlandt street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday of September.

For information concerning this report, address A. R. Macdonough, Secretary.

ELMIRA AND WILLIAMSPORT.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, June 1, 1860.)

This company was originally the Williamsport and Elmira Railroad Company, and was opened for through business in 1854. Foreclosed in 1860, and was reorganized as the Elmira and Williamsport Railroad Company. In 1868 it was leased to the Northern Central Railway Company for 999 years.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	10,000	\$500,000	10,000	\$500,000
Issued for reorganization of the Williamsport and Elmira Railroad fore-closure, and now outstanding .....	.....	500,000	.....	500,000
Grand total of common and preferred stock now outstanding.....				\$1,000,000
Number of stockholders.....				\$11

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized and now out-standing.
			Rate.	When payable.	
Mortgage loan.....	May 11, 1860	20	p.c. 7		
" extended.....		30	6	Jan. 1, July 1	*\$1,000,000
Income bonds	May 1, 1868	999	5	Apr. 1, Oct. 1	570,000
Total					\$1,570,000

COST OF ROAD AND EQUIPMENT.

Total cost of road up to September 30, 1886.....	\$2,218,000
Total cost of equipment up to September 30, 1886.....	352,000
Grand total cost of road and equipment	\$2,570,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental from lessees for year	\$151,500
<i>Payment from income, as follows, viz.:</i>	
Dividends declared, 7 per cent on \$500,000 preferred stock..	\$35,000
Dividends declared, 5 per cent on \$500,000 common stock...	25,000
Interest.....	88,500
Organization expenses.....	8,000
	\$151,500

* Issued for reorganization of Williamsport and Elmira Railroad, foreclosed.

ELMIRA AND WILLIAMSPORT.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$2, 218, 000 00
Cost of equipment.....	862, 000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$907 90
Sundries	8, 607 83
	<u>4, 515 78</u>
	<u>\$2, 574, 515 78</u>
LIABILITIES.	
Capital stock	\$1, 000, 000 00
Funded debt	1, 570, 000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls.....	35 00
Profit and loss (surplus).....	4, 450 73
	<u>\$2, 574, 515 78</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOS. NEILSON.....	President	308 Walnut street, Philadelphia.
LEWIS P. GEIGER.....	Treas. and Secret'y.	308 Walnut street, Philadelphia.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
THOMAS KIMBER.....	Richmond Hill, N. Y.
WM. READ FISHER.....	Philadelphia, Pa.
LEWIS P. GEIGER.....	Philadelphia, Pa.
WM. D. NEILSON.....	Philadelphia, Pa.
BUSHROD W. ADAMS.....	Philadelphia, Pa.
HENRY A. FONDA.....	Milton, Pa.

Title of company, The Elmira and Williamsport Railroad Company.
 General offices at 308 Walnut street, Philadelphia, Pa.
 Date of close of fiscal year, April 30.
 Date of stockholders' annual meeting, first Monday in May.
 For information concerning this report, address L. P. Geiger, Treasurer.

ELMIRA AND WILLIAMSPORT.

LESSEE.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$765, 559 82
Less operating expenses (excluding all taxes).....	539, 550 88
	<u>\$226, 008 49</u>
<i>Gross income from all sources.....</i>	
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$151, 500 00
Taxes on property used in operation of road, on earnings and capital stock, etc.....	9, 689 12
Interest on equipment.....	16, 971 01
	<u>178, 160 13.</u>
Surplus for year ending September 30, 1886	<u>\$47, 848 86</u>

DETAILED STATEMENT OF RENTALS.

Interest on bonded debt	\$88,500 00
Dividend on capital stock	60,000 00
Organization expenses	3,000 00
Total amount of rentals deducted from income	<u>\$151,500 00</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$596,664 02	\$596,664 02
Passenger	\$138,099 30		138,099 30
Mail	11,619 79		11,619 79
Express	8,047 46		8,047 46
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$6,681 47		
Sundry sources	3,451 08		
	2,026 51	8,106 04	10,132 55
Miscellaneous passengers	996 20		996 20
Total gross earnings	<u>\$160,789 26</u>	<u>\$604,770 06</u>	<u>\$765,559 32</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track	\$8,652 97	\$34,611 89	\$43,264 86
Steel rails laid, 181 tons	877 69	1,510 74	1,888 43
Iron rails laid	46 29	185 15	231 44
Repairs of roadbed	2,749 91	10,999 64	13,749 55
Repairs of bridges (including culverts and cattle-guards)	2,082 80	8,129 18	10,161 48
Repairs of stations, shops, docks, etc.	1,843 20	6,644 85	8,488 05
Repairs of fences	862 91	1,451 64	1,814 55
Other expenses for maintenance of way and structures	2,453 64	9,814 58	12,268 22
Total	<u>\$18,518 91</u>	<u>\$73,347 67</u>	<u>\$91,866 58</u>

Maintenance of equipment:

Repairs of locomotives	\$5,798 97	\$42,787 05	\$48,536 02
Repairs of cars	93 05	28,751 25	28,844 30
Repairs of machinery and tools	607 53	2,430 12	3,037 65
Other expenses for maintenance of equipment	3,866 36	13,465 45	16,831 81
Total	<u>\$9,865 91</u>	<u>\$82,888 87</u>	<u>\$92,249 78</u>

Conducting transportation:

Wages of conductors and men	\$9,849 14	\$45,020 51	\$54,869 65
Wages of engineers and firemen	7,889 75	46,119 20	54,008 95
Fuel for locomotives	7,074 85	44,916 50	51,991 35
Oil and waste	683 89	3,171 58	3,804 97
Water supply	1,489 27	5,957 07	7,446 34
Other train supplies or expenses	479 91	728 20	1,208 11
Wages of station agents and clerks	4,845 90	15,874 69	20,220 59
Wages for labor at stations	1,078 08	11,402 37	12,480 45
Station supplies	649 22	952 44	1,601 66
Wages of watchmen, flagmen and switchmen	1,277 58	5,814 71	6,592 24
Other expenses for conducting transportation	2,122 74	8,490 94	10,613 68
Total	<u>\$36,889 78</u>	<u>\$187,948 21</u>	<u>\$224,837 99</u>

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,488 15	\$9,752 58	\$12,190 73
General office expenses and supplies.....	78 62	294 49	368 11
Stationery and printing.....	1,559 44	8,202 52	4,761 96
Outside agencies and advertising.....	2,478 47	4,817 56	6,796 08
Legal expenses.....	162 80	686 94	849 74
Loss and damage of freight and baggage...	10 00	1,048 20	1,058 20
Telegraph maintenance and operation.....	2,731 17	10,980 07	13,661 24
Mileage of cars of other companies (debit balance).....	7,877 00	83,533 47	90,910 47
Total.....	\$16,880 65	\$113,765 83	\$130,596 48
Grand total operating expenses.....	\$82,105 28	\$457,445 58	\$539,550 88

TRAFFIC AND MILEAGE STATISTICS.

	Total.
Number of passengers carried	201,256
Number of passengers carried one mile.....	5,475,952
Number of tons of freight carried	1,946,906
Number of tons of freight carried one mile.....	118,058,715
Passenger train mileage.....	158,857
Freight train mileage.....	683,476
All other train mileage	3,438
Total train mileage.....	840,770

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$160,789 26	\$82,105 25	\$78,684 01
Average per passenger carried	7989	4079	3910
Average per passenger per mile.....	0294	0150	0144
Average per passenger train per mile.	1 0450	5386	5114
Freight earnings and expenses (including miscellaneous earnings). ..	604,770 06	457,445 58	147,324 48
Average per ton of freight carried....	3106	2349	0757
Average per ton of freight per mile...	00513	00387	00125
Average per freight train per mile ...	8848	6698	2155

Item.	Local, cents.
Computed on earnings from carrying passengers only.	
Average rate received per mile for carrying passengers, all classes.....	*2.986
Average rate received per mile per ton for carrying freight, all classes	†.512

* Should be 2.522. }

† Should be 0.506. } — R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES ALL OWNED.	
	In N. Y. State.	Entire length.
Main line from Phil. & Erie R. R. Junction, Williamsport, Pa., to N. Y., L. E. & W. Junction, Elmira, N. Y., single track.....	6.50	75.50
Sidings and turnouts on main line	10.88	31.84
Grand total of tracks, sidings and turnouts.....	16.88	106.84
Laid with steel rail, main line	6.50	75.50

Average life of ties, 8 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 60 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with stone, gravel and cinders.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges.....	.....	.....	2	334
Wooden bridges.....	4	528	46	4,150
Wooden trestles.....	1	44	6	285
Total	5	572	54	4,799

Westinghouse automatic brake and Janney coupler used on passenger equipment; hand-brake, link and pin coupling on freight equipment.
Point switches in use on main track.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles	6.50	75.50
Total assessed value of real estate and personal property of company	\$197,875	.....
Length of steel rails laid during year in repairs, miles.....	0.15	3.80
Highway crossings at grade without protection.....	6	85
Highway crossings over and under grade .....	.....	3
Overhead obstructions less than 20 feet above track.....	4	25

Passenger cars are heated by stoves, lighted with oil and gas and ventilated by deck sash.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Live stock.....	16,724	.859
Lumber.....	192,787	9.902
Pig and bar iron and steel.....	39,076	2.007
Iron or other ores.....	19,978	1.096

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Coal and coke	1,849,360	69.808
Petroleum and other oils	1,216	.062
All other manufactures and merchandise.....	124,840	6.412
Agricultural products	170,327	8.749
All other articles not included above	83,608	1.675
Total	1,946,906	100

NUMBER OF ACCIDENTS.		Injured.
Employees		12
Other than passengers and employees		1
Total		18

EMPLOYEES.	
Average number of persons employed (including officials) during year	320

ERIE AND BLACK ROCK.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, March 22, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	250	\$100	.....
Issued for actual cash and now outstanding.	96	9,600	\$960

Number of stockholders	19
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COST OF ROAD

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast		\$2,133 00
Superstructure (including ties)	\$1,533 56	19,457 15
Rails		
Land	1,261 70	11,370 10
Land damages	26 49	77 79
Incidentals		
Total cost of road	\$2,841 75	\$32,838 04

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
RUFUS L. HOWARD.....	President	Buffalo, N. Y.
AUG. R. MACDONOUGH..	Secretary	P. O. Box 839, New York city.
EDWARD WHITE.....	Treasurer	P. O. Box 839, New York city.
BENJ. THOMAS.....	General Sup't	Jersey City, N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
RUFUS L. HOWARD.....	Buffalo, N. Y.
WASHINGTON BULLARD.....	Buffalo, N. Y.
HENRY W. SPRAGUE	Buffalo, N. Y.
JOHN KING	New York city.
SAMUEL M. FELTON, JR.....	New York city.
GEORGE W. QUINTARD.....	New York city.
AUG. R. MACDONOUGH.....	New York city.

Title of company, The Erie and Black Rock Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Saturday in October.

For information concerning this report, address A. R. Macdonough, Secretary.

ERIE AND GENESEE VALLEY.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 24, 1868.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	June 20, 1871	15	p.c. 7	Semi annually	\$120,000	\$120,000

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$191,807 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES FAULKNER.....	President	Danville, N. Y.
WILLIAM HARTMAN.....	Vice-President.....	Danville, N. Y.
ANTHONY T. WOOD.....	Secretary and Treasurer.....	Danville, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAMES FAULKNER.....	Danville, N. Y.
CHARLES SHEPARD.....	Danville, N. Y.
ANTHONY T. WOOD.....	Danville, N. Y.
DANIEL W. NOYES.....	Danville, N. Y.
WILLIAM HARTMAN.....	Danville, N. Y.
JAMES KRIEN	Danville, N. Y.
T. B. GRANT.....	Danville, N. Y.
JAMES C. JACKSON.....	Danville, N. Y.
JOHN HELAND.....	Danville, N. Y.
GEORGE SWEET.....	Danville, N. Y.
SIDNEY SWEET.....	Danville, N. Y.
GEORGE HYLAND.....	Danville, N. Y.
HUGH T. MCNAIR.....	West Sparta, N. Y.

Title of company, Erie and Genesee Valley Railroad Company.

General offices at Danville, Livingston county, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address A. T. Wood, Secretary.

ERIE INTERNATIONAL.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 21, 1872)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter and issued for actual cash and now outstanding	500	\$50,000 00	\$50,000 00
Number of stockholders			8

COST OF ROAD

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Total cost of road	\$2,500 00	\$351,447 98

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$351,447 93
LIABILITIES.	
Capital stock.....	\$50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Erie Railway Company advances.....	232,516 55
New York, Lake Erie and Western Railroad Company advances.....	68,931 38
	<u>\$351,447 93</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN KING.....	President	21 Cortlandt street, N. Y. city.
AUG. R. MACDONOUGH	Secretary.....	P. O. Box 839, N. Y. city.
EDWARD WHITE.....	Treasurer	P. O. Box 839, N. Y. city.
BENJ. THOMAS	Gen. Superintendent..	Jersey City, N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN KING.....	New York city.
JOHN G. McCULLOUGH	New York city.
WILLIAM LIBBEY	New York city.
OGDEN MILLS	New York city.
AUG. R. MACDONOUGH	New York city.
ANDREW DONALDSON.....	New York city.
J. S. HAMMOND.....	New York city.

Title of company, The Erie International Railway Company.

General offices at 21 Cortlandt street, N. Y. city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report, address A. R. Macdonough, Secretary.

FONDA, JOHNSTOWN AND GLOVERSVILLE.

(Data of charter, January 17, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	3,000	\$300,000	.....
Issued for actual cash	500	\$50,000	\$50,000
Issued for the purpose of aiding sale of bonds, the proceeds of both being used in con- struction of road	2,500	250,000	.....
Total now outstanding.....	3,000	\$300,000	.....
Number of stockholders.....			29

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage...	1870	30	p.c. 7	Jan. & July.	\$300,000	\$300,000	\$255,900
Consolidated mortgage.....	1881	40	6	April & Oct...	200,000	200,000	200,000
					\$500,000	\$500,000	\$455,900

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments, during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$199,643 15
Bridges.....		12,545 70
Rails		113,340 08
Land and land damages.....	\$25 00	89,581 66
Fences.....		10,055 52
Passenger and freight stations.....	992 66	83,343 73
Engine and car houses, shops, machinery and tools, fuel and water stations.....		8,036 86
Engineering expenses.....		13,023 15
Purchase of constructed road.....		191,312 22
Telegraph line.....		21 64
Improvements.....	6,506 69	37,005 88
Total cost of road.....	\$7,524 35	\$707,914 59
EQUIPMENT.		
Locomotives.....		\$49,299 48
Passenger cars.....	\$8,339	31,247 68
Mail, baggage and express cars.....		4,270 00
Freight and other cars.....		16,714 89
Total cost of equipment.....	\$8,339	\$101,532 05
Grand total cost of road and equipment.....	\$10,863 35	\$809,446 64

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

For purchase of new steel rails and laying the same in place of old iron ones.....	\$7,035 28	
Less for sale of old iron.....	1,929 25	
		\$5,105 98
; Additions to freight-house, stone work and filling new freight yard.....		1,004 49
For masonry in culverts and cattle-guards to take place of wood work, etc..		396 22
For purchase of land for farm crossing.....		25 00
For building new passenger station.....		992 66
For purchase of two second-hand passenger cars.....		8,339 00
Total.....		\$10,863 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$163,663 98
Less operating expenses (excluding all taxes).....	79,991 52
Net earnings from operation.....	\$83,672 46
<i>Income from other sources, as follows, viz.:</i>	
Miscellaneous.....	3,971 86
Gross income from all sources.....	\$87,643 32
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$35,144 00
Taxes on property used in operation of road.....	5,562 41
Taxes on earnings and capital stock.....	1,785 89
Worthless and uncollectible accounts charged to profit and loss.....	8,856 20
	44,348 00
Net income from all sources.....	\$43,295 32
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on \$300,000 stock.....	\$30,000 00
Less dividend on amount of stock owned by this company ..	20 00
	29,980 00
Surplus for year ending September 30, 1886.....	\$13,315 32

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$13,315 32
Surplus up to September 30, 1885.....	14,498 33
Total surplus September 30, 1886.....	\$27,814 15

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$84,006 63	\$84,006 63
Passenger.....	\$57,226 45		57,226 45
Mail.....	2,256 96		2,256 96
Express.....	17,172 87		17,172 87
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	337 61		337 61
Rents.....	2,668 46		2,668 46
Total gross earnings.....	\$78,457 35	\$85,206 63	\$163,663 98

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$8,807 40	\$9,700 46	\$18,007 86
Steel rails laid.....			
Iron rails laid.....			
Repairs of roadbed.....			
Repairs of bridges (including culverts and cattle-guards).....	85 44	92 57	178 01
Repairs of stations, shops, docks, etc.....	515 87	1,081 75	1,647 63
Repairs of fences.....	545 32	590 68	1,136 00
Other expenses for maintenance of way and structures.....	475 00		475 00
Total.....	\$9,929 03	\$11,415 46	\$21,344 49

Maintenance of equipment :

Repairs of locomotives and machinery.....	\$4,450 17	\$5,664 09	\$10,114 26
Repairs of cars.....	953 41	1,180 12	2,133 53
Total.....	\$5,403 58	\$6,844 21	\$12,247 79

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,634 86	\$1,882 09	\$4,516 95
Wages of engineers and firemen.....	2,898 90	3,163 97	5,557 87
Fuel for locomotives	3,608 45	4,387 98	7,941 33
Oil and waste	485 82	525 78	1,011 05
Water supply.....	54 00	54 78	108 73
Wages of station agents and clerks.....	2,978 22	3,132 45	6,110 67
Wages for labor at stations.....	.....	6,047 17	6,047 17
Station supplies.....	467 77	467 77	935 54
Wages of watchmen, flagmen and switchmen	250 98	250 94	501 87
Other expenses for conducting transportation	1,094 45	2,558 74	3,648 19
Total	\$18,962 90	\$22,416 52	\$36,379 42
<i>General expenses :</i>			
Salaries of general officers and clerks	\$2,591 22	\$2,850 09	\$5,441 22
General office expenses and supplies	129 08	135 00	264 08
Stationery and printing	330 00	361 88	691 88
Legal expenses	50 00	50 00	100 00
Loss and damage of freight and baggage.....	.....	372 90	372 90
Damage to cattle and property.....	.....	218 89	218 89
Mileage of cars of other companies (debit balance).....	.....	1,184 23	1,184 23
Other general expenses.....	838 38	908 24	1,746 62
Total	\$3,938 68	\$6,081 14	\$10,019 82
Grand total operating expenses	\$38,234 19	\$46,757 83	\$79,991 52

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$707,914 59
Cost of equipment	101,532 05
<i>Other permanent investments, as follows, viz.:</i>	
Real estate.....	6,611 00
Accrued interest.....	11,250 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	13,568 39
Bills receivable	371 81
Open accounts.....	9,621 19
Sinking fund	7,055 84
Sundries, pay-roll.....	1,406 43
	<u>\$859,330 35</u>
LIABILITIES.	
Capital stock.....	\$300,000 00
Funded debt	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	11,250 00
Audited vouchers and pay-rolls and supplies.....	2,797 27
Open accounts.....	9,377 48
Loans and bills payable	6,000 00
Account for sale of real estate held as investment.....	2,091 45
Profit and loss (surplus).....	27,814 15
	<u>\$859,330 35</u>

TRAFFIC AND MILEAGE STATISTICS.

	Total, all local.
Number of passengers carried	184,758
Number of passengers carried one mile.....	1,978,776
Number of tons of freight carried.....	77,840
Number of tons of freight carried one mile	832,591
Passenger train mileage	33,396
Freight train mileage.....	13,236
All other train mileage	12,512
Total train mileage.....	59,194

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$78,457 85	\$23,234 19	\$45,225 16
Average per passenger carried	43	18	24
Average per passenger per mile.....	0396	0168	0228
Average per passenger and mixed train per mile	1 71	72	99
Freight earnings and expenses (including miscellaneous earnings)....	85,206 63	46,757 33	38,449 30
Average per ton of freight carried....	1 09	60	49
Average per ton of freight per mile ..	102	056	046
Average per freight train per mile....	3 33	1 81	1 52

ITEM.	Local, cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	02.9
Average rate received per mile per ton for carrying freight, all classes.....	10

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Fonda to Northville, single track.....	26.17
Sidings and turnouts on main line	3.16
Grand total of tracks, sidings and turnouts	29.33
Laid with steel rail, main line.....	12.20
Laid with iron rail, main line.....	18.97

Weight of rails per yard — steel, maximum, 56 lbs., minimum, 50 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	6	224
Wooden bridges	1	56
Wooden trestles	4	307
Total.....	11	597

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$7,835 49	2	.....
Locomotives, 4 drivers	8	11,209 60	8	.....
Total	5	.....	5	.....
First-class passenger cars	10	\$8,040 86	10	10
Baggage, mail and express cars	8	1,590 00	8	2
Total	18	.....	18	12
Box freight cars	8	\$700 00	.....	.....
Flat freight cars	15	630 00	.....	.....
Caboosc, 4-wheel car	1	430 00	.....	.....
Snow plow	1	1,150 00	.....	.....
Total	25	.....	.....	.....

Janney coupler used on passenger and freight cars.
Stub and split switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Highway crossings at grade without protection	40
Highway crossings under grade	1

Passenger cars are heated by coal stoves, hot air being carried along sides of cars, and the cold air taken in through the roof in those cars used in winter, lighted by kerosene lamps and ventilated by ventilators in side of elevation in roof.

Present contract with United States Government for transportation of mails is \$2,056.98 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,450	1.86
Grain	1,125	1.45
Meats and provisions	1,953	2.51
Live stock	27	0.08
Lumber	12,680	16.29
Pig and bar iron and steel	161	0.21
Coal and coke	38,825	43.45
Petroleum and other oils	1,030	1.32
All other manufactures	15,170	19.49
All other merchandise	6,543	8.41
All other agricultural products	2,830	3.64
All other articles not included above	1,046	1.34
Total	77,840	100

NUMBER OF ACCIDENTS.

	Injured.
Employees	1
Others	1
Total	2

EMPLOYEES.

Average number of persons employed (including officials) during year..... 108
 Aggregate amount of salaries and wages paid them during year..... \$53,089 67

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
W. J. HEACOCK.....	President.....	Gloversville, N. Y.
D. A. WELLS.....	Vice-President.....	Johnstown, N. Y.
JOHN McNAB.....	Treasurer.....	Gloversville, N. Y.
L. CATEN.....	Secretary and Supt.....	Gloversville, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
W. J. HEACOCK.....	Gloversville, N. Y.
JOHN McNAB.....	Gloversville, N. Y.
L. CATEN.....	Gloversville, N. Y.
C. W. JUDSON.....	Gloversville, N. Y.
A. D. L. BAKER.....	Gloversville, N. Y.
H. H. PETTIT.....	Gloversville, N. Y.
D. A. WELLS.....	Johnstown, N. Y.
L. VEGHTE.....	Johnstown, N. Y.
J. E. WELLS.....	Johnstown, N. Y.
M. WADE.....	Johnstown, N. Y.
N. LETTAUER.....	New York city.
G. F. MILLS.....	Fonda, N. Y.
D. B. JUDSON.....	Kingsboro, N. Y.

Title of company, Fonda, Johnstown and Gloversville Railroad Company.
 General offices at Gloversville, N. Y.
 Date of close of fiscal year, September 30.
 For information concerning this report, address L. Caten, Secretary.

GARNERVILLE.

LESSOR.

OWNED AND OPERATED BY NEW JERSEY AND NEW YORK.

(Date of charter, September 14, 1836.)

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and issued for actual cash and now outstanding	550	\$55,000

Number of stockholders..... 13

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast	\$19,283 30
Bridges	5,322 10
Superstructure (including ties)	9,587 33
Land	1,364 80
Engineering expenses	1,783 40
Total cost of road up to September 30, 1886	\$37,360 93

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN TAYLOR.....	President.....	Garnerville, N. Y.
JOHN I. LAWRENCE.....	Treasurer.....	New York city.
CHARLES C. BIRDSEYE.....	Secretary.....	New York city.
JOHN D. FOUQUET.....	Engineer.....	Fishkill, N. Y.
JOHN TAYLOR.....	Superintendent.....	Garnerville, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN TAYLOR.....	Garnerville, N. Y.
JAMES G. SCOTT.....	Garnerville, N. Y.
CHRIS. Y. WEMPLE.....	Garnerville, N. Y.
JUSTUS ARNOLD.....	Oneida, N. Y.
JOHN D. FOUQUET.....	Fishkill, N. Y.
JAMES H. TAYLOR.....	Garnerville, N. Y.
CHARLES C. BIRDSEYE.....	New York city.
JOHN I. LAWRENCE.....	New York city.
JAMES A. RICH.....	New York city.
OSCAR HUSSAR.....	New York city.
ARTHUR THOMPSON.....	New York city.
HENRY C. DODGE.....	Mount Clair, N. J.
JOHN NELSON.....	Poughkeepsie, N. Y.

Title of company, Garnerville Railroad Company.

General offices at Garnerville, N. Y.

For information concerning this report, address John Taylor, President.

GENESEE VALLEY CANAL.

LESSOR.

LESSEE — BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, July 15, 1880.)

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter and now out- standing.....	11, 140	\$1, 140, 000	\$1, 140, 000
Number of stockholders.....			14

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. N. MARTIN.....	President.....	New York city.
J. R. TRIMBLE.....	Secretary and Treasurer.....	Philadelphia, Pa.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. CLINTON GARDNER.....	New York city.
C. H. CLARK.....	Philadelphia, Pa.
B. K. JAMISON.....	Philadelphia, Pa.

<i>Name.</i>	<i>Residence.</i>
E. W. CLARK.....	Philadelphia, Pa.
J. N. SELIGMAN.....	New York city.
E. F. WINSLOW.....	New York city.
A. N. MARTIN.....	New York city.
C. H. ALLEY.....	New York city.
JOHN DOUGHERTY.....	New York city.
BRYE GRAY.....	New York city.
E. L. OWEN.....	New York city.
B. C. RUMSEY.....	Buffalo, N. Y.
P. P. PRATT.....	Buffalo, N. Y.

Title of company, Genesee Valley Canal Railroad.

General office at New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

GENESEE VALLEY TERMINAL.

LESSOR.

LESSEE — BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, August 14, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	5,000	\$500,000	
Issued on account of construction.....			\$479,570 00
Number of stockholders.....			44

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bonds*... ..	Nov. 1, 1882	9	6 p.c.	Nov. 1, 1891	\$500,000	\$500,000	...

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
G. CLINTON GARDNER.....	President.....	New York city.
C. H. ALLEN.....	Vice-President.....	New York city.
J. R. TRIMBLE.....	Secretary and Treasurer.....	Philadelphia, Pa.

* These bonds are held by the United States Trust Company, trustees, as part security to secure the payment of \$2,800,000 Buffalo, New York & Philadelphia Railroad Co.'s trust bonds.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residen</i>
G. CLINTON GARDNER.....	New York city.
C. H. CLARK.....	Philadelphia, Pa.
B. K. JAMISON.....	Philadelphia, Pa.
E. L. OWEN.....	New York city.
E. W. CLARK.....	Philadelphia, Pa.
J. N. SELIGMAN.....	New York city.
E. F. WINSLOW.....	New York city.
B. C. RUMSEY.....	Buffalo, N. Y.
P. P. PRATT.....	Buffalo, N. Y.
A. N. MARTIN.....	New York city.
C. H. ALLEN.....	New York city.
BRYCE GRAY.....	New York city.
JOHN DOUGHERTY.....	New York city.

Title of company, Genesee Valley Terminal Railroad Company.

General office at New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address W. L. Doyle, Auditor, Buffalo, N. Y.

GENEVA, ITHACA AND SAYRE.

(Date of charter, October 2, 1876.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter .	12,750	\$1,275,000	8,500	\$850,000	
Issued for actual cash .....	...	.....	4,000	\$400,000	\$400,000
Issued on account of construction	8,500	\$850,000	.....	.....
Issued for Cayuga So. R. R....	4,250	425,000	.....	.....
Total now outstanding	12,750	\$1,275,000	4,000	\$400,000	\$400,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term. years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Ithaca and Athens bonds.....	July, 1870	20	p.c.	Jan. and July	\$600,000	\$600,000	\$600,000
First mortgage ...	Jan., 1885	25	7 6	Jan. and July	1,500,000	700,000	700,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Land.....	\$152 30	.....
Total cost of road.....	\$152 30	\$1,831,951 65
EQUIPMENT.		
Locomotives .....	.....	\$92,482 82
Passenger cars .....	.....	75,453 53
Mail, baggage and express cars.....	.....
Freight and other cars .....	.....
Total cost of equipment.....	.....	\$167,936 35
Grand total cost of road and equipment .....	.....	\$1,999,888 00

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Land bought.....	\$152 30
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$412,128 08
Less operating expenses (excluding all taxes)	351,648 31
Gross income from all sources	\$60,579 77
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued and paid.....	\$81,630 00
Taxes on earnings and capital stock.....	14,210 09
Taxes other than above.....	246 67
	96,086 76
Deficit for year ending September 30, 1886.....	\$35,506 99

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$35,506 99
Deficit up to September 30, 1885	994,325 82
Interest on current indebtedness.....	4,499 81
Total deficit September 30, 1886.....	\$1,034,331 82

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight .....	.....	\$286,978 68	\$286,978 68
Passengers.....	\$88,732 96	.....	88,732 96
Mail	11,609 82	.....	11,609 82
Express	3,578 21	.....	3,578 21
Ithaca coal docks .....	.....	21,228 41	21,228 41
Total gross earnings.....	\$108,920 99	\$308,207 09	\$412,128 08

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$18,833 18	\$54,194 89	\$73,028 07
Old iron rails laid.....	*7,410 69	*20,027 79	*27,438 48
Repairs of bridges (including culverts and cattle-guards).....	1,305 93	3,693 60	4,999 53
Repairs of stations, shops, docks, etc.....	1,506 17	4,384 70	5,890 87
Repairs of fences.....	786 24	2,107 56	2,843 80
Other expenses for maintenance of way and structures.....	1,287 65	3,553 07	4,840 72
Total.....	\$16,258 48	\$47,906 03	\$64,164 51
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$6,507 01	\$19,151 39	\$25,658 40
Repairs of cars.....	9,340 53	33,633 22	43,023 75
Repairs of machinery and tools.....	125 32	370 07	495 39
Other expenses for maintenance of equipment.....	674 32	2,008 12	2,677 44
Total.....	\$16,647 18	\$55,207 80	\$71,854 98
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$10,434 39	\$34,316 10	\$44,750 49
Wages of engineers and firemen.....	9,256 80	27,184 75	36,441 55
Fuel for locomotives.....	13,433 56	33,339 09	51,822 65
Water supply.....	664 78	1,902 62	2,567 40
Wages of station agents and clerks.....	5,443 95	15,611 95	21,055 90
Wages for labor at stations.....	.....	4,369 23	4,369 23
Station supplies.....	464 53	1,374 85	1,839 38
Wages of watchmen, flagmen and switchmen.....	461 22	1,325 31	1,786 53
Other expenses for conducting transportation.....	1,532 65	4,401 29	5,933 94
Total.....	\$41,691 88	\$128,375 19	\$170,567 07
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$2,399 26	\$6,900 70	\$9,299 96
General office expenses and supplies.....	66 90	134 61	251 51
Stationery and printing.....	391 90	612 38	1,004 28
Outside agencies and advertising.....	414 72	714 43	1,129 15
Legal expenses.....	108 88	308 09	416 97
Loss and damage of freight and baggage.....	.....	69 52	69 52
Damage to cattle and property.....	1,514 06	4,083 94	5,598 00
Injuries to persons.....	104 87	297 88	402 75
Telegraph maintenance and operation.....	3,080 39	8,806 51	11,886 90
Other general expenses.....	770 11	14,132 60	14,902 71
Total.....	\$8,851 09	\$36,110 66	\$44,961 75
Grand total operating expenses.....	\$83,448 63	\$268,099 68	\$351,548 31

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$1,381,951 65
Cost of equipment.....	107,936 35
<i>Other permanent investments, as follows, viz. :</i>	
Property at Cayuga.....	21,627 22
Open accounts.....	2,846 85
Profit and loss (deficiency).....	1,034,381 88
	<u>\$3,058,898 95</u>

* Credit.

LIABILITIES.

Capital stock	\$1, 675, 000 00
Funded debt.....	1, 300, 000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	21, 000 00
Open accounts.....	62, 698 95
	<u>\$3, 058, 698 95</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	11, 062	176, 648	187, 710
Number of passengers carried one mile	464, 866	2, 920, 776	3, 385, 142
Number of tons of freight carried	725, 784	50, 757	776, 541
Number of tons of freight carried one mile	46, 889, 458	2, 429, 515	48, 768, 968
Passenger train mileage .....	.....	.....	128, 838
Freight train mileage.....	.....	.....	187, 883
Coal and all other train mileage.....	.....	.....	186, 890
Total train mileage .....	.....	.....	503, 616

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$108, 920 99	\$88, 448 63	\$15, 479 36
Average per passenger carried	553	471	082
Average per passenger per mile.....	0807	0261	0046
Average per passenger train per mile.....	807	687	12
Freight earnings and expenses (including miscellaneous earnings).....	308, 207 09	268, 099 68	40, 107 41
Average per ton of freight carried.....	396	345	051
Average per ton of freight per mile	0063	0055	0008
Average per freight train per mile....	822	715	107

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	2.6
Average rate received per mile per ton for carrying freight, all classes.....	0.59

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Single track on main line from State line to Geneva.....	74.99	.....	74.99
Single track on branches or other roads.....	88.86	2.99	41.35
Total single track	113.85	2.99	116.84

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Sidings and turnouts on main line.....	19.77	.....	19.77
Sidings and turnouts on branches or other roads.....	7.26	.....	7.26
Total sidings and turnouts.....	27.03	.....	27.03
Grand total of tracks, sidings and turnouts.....	143.37	.....	143.37
Laid with steel rail, main line.....	74.99	.....	74.99
Laid with steel rail, branches or other roads.....	38.36	.....	38.36
Laid with iron rail, branches or other roads .....	.....	2.99	2.99

Average life of rails — steel, not tested; average life of ties, 6 years; weight of rails per yard — steel, 58 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased	Miles laid with steel rail.	Miles laid with iron rail.
Cayuga Branch.....	Ithaca.....	Cayuga.....	34.36	34.36	Owned..	34.36	.....
Willard Branch.....	Hayt's Corners.	Willard.....	2.99	2.99	Leased..	.....	2.99

BRIDGES

ENTIRE LINE
ALL IN NEW YORK STATE.

	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges	31	2,201
Wooden bridges.....	15	641
Wooden trestles.....	18	1,150
Total	59	3,992

EQUIPMENT.

	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Locomotives, 6 drivers.....	3	13	16	\$15,000	140,300	15	.....	.....
Locomotives, 4 drivers.....	11	...	11	12,000	137,000	15	9	...
Total	14	13	27	.....	.....	.....	9	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with coupler.
First class passenger cars.....	8	...	8	...	...	...	6	6
Baggage, mail and express cars...	6	...	6	...	...	...	6	...
Total	14	...	14	...	...	...	12	12
Box freight cars.....	10	...	10	\$480	21,000	15	...	...
Coal freight cars	152	...	152	205	6,400	15	...	...
Flat freight cars	58	...	58	340	16,400	15	...	...
Caboose, 4-wheel cars.....	10	...	10	400	...	15	...	...
Caboose, 8-wheel cars.....	2	...	2	1,100	30,000	15	...	...
Service cars	20	...	20	150	6,000	...	...	...
Total	252	...	252	...	...	...	...	...

Westinghouse automatic air brake and Miller patent coupler used on passenger cars; ordinary brake and coupler used on freight cars.

Thirty-two Lorenz safety and six Wharton safety switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	129
Total assessed value of real estate and personal property of company.....	\$745,062 00
Length of steel rails laid during year in repairs, miles.....	1.50
Railroads crossing road at grade.....	3
Railroad crossing over or under grade	1
Highway crossings at grade without protection	169
Highway crossings at grade protected by gates or flagmen	2
Highway crossing over or under grade	1
Overhead obstructions less than twenty feet above track	2

Passenger cars heated by stoves, lighted by oil lamps and ventilated by ordinary ventilators.

United States Express Company runs over this line; it pays a percentage of the earnings.

Pullman's sleeping cars run over this line; that company is paid mileage for use of its cars, no additional charge is made to regular passenger rates; the Pullman Company collects an extra charge for sleeping accommodations.

Amount paid the Pullman Palace Car Company, \$2,011.50.

No freight or transportation companies run over road.

Rates for transportation of mails with U. S. Government: between Sayre and Lyons, \$78.66 per mile per annum; between Ithaca and Cayuga, \$57.29 per mile per annum; between Hayt's Corners and Willard, \$42.75 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	2,244.44	.26
Grain	18,657.34	2.49
Meats and provisions	225.37	.04
Live stock.....	2,032.70	.25
Lumber	57,558.71	7.51
Pig and bar iron and steel.....	7,871.18	1.01
Iron or other ores	541.03	.04
Coal and coke.....	581,586.33	74.38
Petroleum and other oils	812.47	.00
All other manufactures.....	24,530.33	3.13
All other merchandise.....	12,350.86	1.56
All other agricultural products.....	17,447.21	2.24
All other articles not included above.....	51,182.52	6.59
Total.....	776,540.49	100

NUMBER OF ACCIDENTS.		Injured.
Employees		4
Others than passengers and employees		4
Total.....		8

EMPLOYEES.

Average number of persons employed (including officials) during year	538
Aggregate amount of salaries and wages paid them during year.....	\$256,014 28

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ELISHA P. WILBUR.....	President	Bethlehem, Pa.
CHARLES HARTSHORNE.....	Vice-President.....	Philadelphia, Pa.
ROBERT H. SAYRE.....	2d Vice-President	Bethlehem, Pa.
JOHN R. FANSHAWE.....	Secretary	Philadelphia, Pa.
WM. CHARLES ALDERSON.....	Treasurer.....	Philadelphia, Pa.
WM. STEVENSON.....	General Superintendent	Sayre, Pa.
JOHN TAYLOR.....	General Traffic Manager	Bethlehem, Pa.
E. B. BYINGTON.....	General Passenger Agent...	Mauch Chunk, Pa.
ISAAC McQUILKIN.....	Auditor.....	Philadelphia, Pa.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ELISHA P. WILBUR.....	Bethlehem, Pa.
CHARLES HARTSHORNE.....	Philadelphia, Pa.
HOWARD ELMER.....	Waverly, N. Y.
ROBERT H. SAYRE.....	Bethlehem, Pa.
CHAUNCEY P. GREGG.....	Trumansburgh, N. Y.
WILLIAM STEVENSON.....	Sayre, Pa.
JOSEPH PATTERSON.....	Philadelphia, Pa.
GEORGE M. DIVEN.....	Elmira, N. Y.
WILLIAM W. WRIGHT.....	Geneva, N. Y.
WILLIAM L. BOSTWICK.....	Ithaca, N. Y.
JOHN B. GARRETT.....	Philadelphia, Pa.
FRANKLIN C. CORNELL.....	Ithaca, N. Y.
WILSON S. BISSELL.....	Buffalo, N. Y.

Title of company, Geneva, Ithaca and Sayre Railroad Company.

General office at Philadelphia, Pa.

Date of close of fiscal year, September 30.

For information concerning this report, address John R. Fanshawe, Secretary, 228 So. Third street, Philadelphia.

GENEVA AND LYONS.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, October 5, 1877.)

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	3,000	\$300,000	
Issued for actual cash and now outstanding.....		15,000	\$15,000

Number of stockholders..... 25

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$58,607 83
Bridges.....	3,367 54
Superstructure (including ties).....	180,113 54
Land.....	49,153 43
Passenger and freight stations.....	44,486 58
Engine and car houses, shops, machinery and tools.....	7,218 09
Engineering expenses.....	8,694 92
Total cost of road.....	\$331,539 93

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$331,539 93
LIABILITIES.	
Capital stock.....	\$15,000 00
Unfunded debt.....	316,539 93
	\$331,539 93

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
C. M. DEPEW.....	President.....	New York city.
C. C. CLARKE.....	Vice-President.....	New York city.
E. D. WORCESTER.....	Secretary.....	New York city.
E. V. W. ROSSITER.....	Treasurer.....	New York city.
ISAAC P. CHAMBERS.....	Comptroller.....	New York city.
J. M. TOUCEY.....	General Superintendent.....	New York city.
WALTER KATTE.....	Chief Engineer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CORNELIUS VANDERBILT.....	New York city.
WM. K. VANDERBILT.....	New York city.
FRED'K W. VANDERBILT.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
SAMUEL F. BARGER.....	New York city.
JOHN M. TOUCEY.....	New York city.
EDWIN D. WORCESTER.....	New York city.
CHAS. H. FISHER.....	Albany, N. Y.
JAMES TILLINGHAST.....	Buffalo, N. Y.
GEORGE I. MAGER.....	Watkins, N. Y.
Three vacancies.	

Title of company, Geneva and Lyons Railroad Company.

General office at Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

GLENDAL AND EAST RIVER.

LESSOR.

LESSEE—NEW YORK, BROOKLYN AND MANHATTAN BEACH.

(Date of charter, March 26, 1874.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$500,000	.....
Issued and now outstanding	971	97,100	\$7,460

Number of stockholders 15

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$176,626 39

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$176,626 39
Discount	7,460 00
	<u>\$184,086 39</u>

LIABILITIES.

Capital stock	\$7,460 00
Open accounts	176,626 39
	<u>\$184,086 39</u>

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	115 Broadway, N. Y. city.
J. R. MAXWELL.....	Vice-President.....	115 Broadway, N. Y. city.
G. S. MOULTON.....	Secretary and Treasurer....	115 Broadway, N. Y. city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
AUSTIN CORBIN.....	Philadelphia, Pa.
DANIEL C. CORBIN.....	New York city.
J. ROGERS MAXWELL.....	Brooklyn, N. Y.
FREDERICK W. DUNTON.....	Hollis P. O., N. Y.
ISAAC D. BARTON.....	Flushing, L. I.
HENRY W. MAXWELL.....	Brooklyn, N. Y.
THOMAS F. WARD.....	Brooklyn, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Glendale and East River Railroad Company.

General office at 115 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Wednesday in November.

For information concerning this report, address G. S. Moulton, Secretary and Treasurer.

GLENS FALLS.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

(Date of charter, July 20, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	2,000	\$200,000	.....
Issued for actual cash and now outstanding..	966	96,600	\$96,600

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ...	1869	35	7	Jan. and July	\$125,000	\$10,000	\$10,000

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$77,903 48
Bridges.....	400 00
Superstructure (including ties).....	71,395 09
Land damages.....	18,809 97
Passenger and freight stations.....	27,779 02
Engine and car-houses.....	2,811 24
Engineering expenses.....	6,275 57
Road built between Fort Edward and Glens Falls.....	250,000 00
Telegraph line.....	1,056 98
Total.....	\$456,431 35

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$456,431 35
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GLENS FALLS.

265

LIABILITIES.

Capital stock.....	\$96,600 00
Funded debt.....	10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Expended by Rensselaer and Saratoga Railroad Company.....	143,400 00
Expended by Delaware and Hudson Canal Company for extension of road to Lake George.....	206,431 35
	<hr/> \$466,431 35 <hr/>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. H. CRAMER.....	President.....	Troy, N. Y.
JOHN H. NEHER.....	Secretary and Treasurer.....	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE H. CRAMER.....	Troy, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
E. THOMPSON GALE.....	Troy, N. Y.
JOSEPH W. FULLER.....	Troy, N. Y.
H. C. LOCKWOOD.....	Troy, N. Y.
CHAS. W. TILLINGHAST.....	Troy, N. Y.
WM. HOWARD DOUGHTY.....	Troy, N. Y.
WM. A. SHEPARD.....	Saratoga Springs, N. Y.
ISAAC V. BAKER.....	Comstock's, N. Y.
JOHN HOBART WARREN.....	Hoosick Falls, N. Y.
IRA C. ALLEN.....	Fair Haven, Vt.

Title of company, Glens Falls Railroad Company.

General office at Troy, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address Geo. H. Cramer, President.

GOSHEN AND DECKERTOWN.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 22, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	36,000	\$360,000	
Issued for actual cash and now outstanding.	9,619	96,190	\$96,190

Number of stockholders. 102

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort'ge b'ds.	July 1, 1888	20	p.c. 7	Jan. & July.	\$240,000	\$186,500	\$186,500
Second mort. b'ds.	Nov. 1, 1889	20	7	April & Nov.	60,000	60,000	60,000
Total.....					\$300,000	\$246,500	\$246,500

COST OF ROAD.

	Total cost up to Sept 30, 1886.
Grading, masonry and ballast.....	\$115,340 00
Bridges.....	4,150 00
Superstructure (including ties) and rails.....	117,079 63
Land damages and fences.....	37,610 00
Passenger and freight stations.....	7,887 50
Engine and car houses.....	1,000 00
Engineering expenses.....	8,633 62
Interest and discount charged to construction.....	50,989 25
Total.....	\$342,690 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

From lessee.....	\$21,500 00
<i>Deductions from income, as follows, vis.:</i>	
Interest on funded debt, due and accrued.....	\$17,255 00
Salaries.....	200 00
Incidental expenses.....	303 25
	17,758 25
Net income from all sources.....	\$3,741 75
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 4 per cent on \$96,190 stock.....	3,847 60
Deficit for year ending September 30, 1886.....	\$105 85

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$105 85
Surplus up to September 30, 1885.....	362 50
Total surplus September 30, 1886.....	\$256 65

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$342,690 00
Cash on hand.....	256 65
	\$342,946 65
LIABILITIES.	
Capital stock.....	\$96,190 00
Funded debt.....	246,500 00
Profit and loss (surplus).....	256 65
	\$342,946 65

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAMES B. HOUSTON.....	President.....	Florida, N. Y.
GEORGE W. MURRAY.....	Secretary and Treasurer....	Goshen, N. Y.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
JAMES B. HOUSTON.....	Florida, N. Y.
SAMUEL E. GALE.....	Pine Island, N. Y.
NATHAN R. FRAGLES.....	Pine Island, N. Y.
DEWITT C. JAYNE.....	Florida, N. Y.
STEWART YOUNG.....	Florida, N. Y.
ZEB. W. VANDEROEF.....	Florida, N. Y.
WILLIAM L. VAIL.....	Florida, N. Y.
LEWIS WILLCOX.....	Goshen, N. Y.
ROBERT YOUNG.....	Goshen, N. Y.
GEORGE W. MURRAY.....	Goshen, N. Y.
CHARLES M. VAIL.....	New York city.
DANIEL BAILEY.....	Glenwood, N. J.
JOHN M. ARMSTRONG.....	Closter, N. Y.

Title of company, Goshen and Deckertown Railway Company.

General office at Goshen, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address George W. Murray, Sec'y and Treas.

GREENE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, October 18, 1869.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	2,000	\$200,000
Number of stockholders.....		14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	Dec. 2, 1872	30	p.c. 7	June & Dec.	\$200,000	\$200,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$107,928 43
Bridges.....		45,236 49

	Total cost up to Sept. 30, 1886.
Superstructure (including ties and rails)	\$101,115 08
Land, land damages and fences	78,479 46
Passenger and freight stations, engine and car houses, shops, machinery and tools	1,638 54
Engineering expenses	28,487 50
Total cost of road	<u>\$362,885 50</u>

EQUIPMENT.

Locomotives	\$28,500 00
Passenger, mail, baggage and express cars.	8,000 00
Freight and other cars	700 00
Total cost of equipment	<u>\$37,200 00</u>
Grand total cost of road and equipment	<u>\$400,085 50</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

<i>Rental paid by lessees directly to stock and bondholders:</i>	
Twelve months' interest on stock	\$12,000
Twelve months' interest on bonds	14,000
	<u>\$26,000</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$362,885 50
Cost of equipment	37,200 00
	<u>\$400,085 50</u>
LIABILITIES.	
Capital stock	\$200,000 00
Funded debt	200,000 00
Due lessee for advances	85 50
	<u>\$400,085 50</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Chenango Forks to Greene, single track	8.10
Sidings and turnouts on main line	0.65
Grand total of tracks, sidings and turnouts	<u>8.75</u>
Laid with steel rail, main line	7.95
Laid with iron rail, main line	0.15

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Wooden bridges	3	674
Wooden trestles	2	2,004
Total	5	2,678

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 6 drivers	1	\$9,300	140,000	15	1	.....
Locomotive, 4 drivers	1	9,000	91,500	15	1	.....
Total	2	.....	.....	.....	2	.....
First-class passenger car	1	\$4,590	57,600	14	1	1
Caboose, 4-wheel car	1	450	9,000	10	.....	.....

Westinghouse air brake and Miller coupler are used on passenger and freight cars.
Split point switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company, say ..	\$228,585
Highway crossings at grade without protection	6

Passenger cars heated by coal stoves, lighted by oil lamps, ventilated by Creamer ventilator.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
MAURICE BIRDSALL	President	Greene, N. Y.
SAMUEL SLOAN	Vice-President	26 Exchange Place, N. Y. city.
J. E. JULIAND	Secretary and Treas.	Greene, N. Y.
FREDERICK H. GIBBONS	Assistant Treasurer ..	26 Exchange Place, N. Y. city.
FREDERICK F. CHAMBERS ..	Assistant Secretary ..	26 Exchange Place, N. Y. city.
W. F. HALLSTEAD	General Manager	Scranton, Pa.
A. C. SALISBURY	Assistant Supt.	Utica, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
MAURICE BIRDSALL	Greene, N. Y.
ROBERT P. BARNARD	Greene, N. Y.
FREDERICK E. BARNARD	Greene, N. Y.
ELIAS B. JACKSON	Greene, N. Y.
FREDERICK JULIAND	Greene, N. Y.
JOSEPH E. JULIAND	Greene, N. Y.
NATHANIEL F. MOORE	Greene, N. Y.
PHILO WEBB	Greene, N. Y.
TOWNSEND D. WELCH	Greene, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
FREDERICK H. GIBBONS	New York city.
FREDERICK F. CHAMBERS	New York city.

Title of company, Greene Railroad Company.

General office at Greene, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Thursday in October.

For information concerning this report, address Fred. F. Chambers, Secretary and Auditor Delaware Lackawanna and Western Railroad Company, New York city.

GREENWICH AND JOHNSONVILLE.

(Date of charter, September 6, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	1,500	\$15,000 00	
Issued for actual cash and now outstanding.	1,180	118,000 00	\$118,000 00

Number of stockholders.....	53
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COST OF ROAD AND EQUIPMENT.

	Road.	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$37,274 58
Bridges.....		12,561 13
Superstructure (including ties) and rails		47,506 21
Land, land damages and fences.....		21,707 66
Passenger and freight stations.....		1,728 25
Engine and car houses		1,152 00
Engineering expenses		2,100 00
Total cost of road.....		\$125,329 83
	EQUIPMENT.	
Locomotives.....		\$4,466 96
Passenger cars.....		3,397 58
Freight and other cars.....		1,190 00
Total cost of equipment.....		\$9,054 54
Grand total cost of road and equipment.....		\$134,384 37

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$39,062 79
Less operating expenses (excluding all taxes).....		31,434 44
Net earnings from operation		\$7,628 35
Income from other sources		81 62
Gross income from all sources		\$7,709 97
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$364 55	
Taxes on earnings and capital stock.....	389 44	
Taxes other than above.....	78 62	
		832 61
Net income from all sources		\$6,877 36
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 9 per cent on \$118,000 stock.....		10,620 00
Deficit for year ending September 30, 1886.....		\$3,742 64

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$3,742 64
Surplus up to September 30, 1885.....	22,996 85
Total surplus September 30, 1886	<u>\$19,254 21</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES. .

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$25,760 09	\$25,760 09
Passengers	\$11,686 80		11,686 80
Mail	655 76		655 76
Express	900 00		900 00
Sundries.....	20 21	40 43	60 64
Total gross earnings.....	\$13,262 27	\$25,800 52	\$39,062 79

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$1,460 88	\$2,921 76	\$4,382 64
New rails	\$364 04		
Less old rails.....	250 37		
	37 89	75 78	113 67
Repairs of roadbed.....	1,851 75	3,708 52	5,555 27
Repairs of bridges (including culverts and cattle-guards)	186 87	373 76	560 63
Repairs of stations, shops, docks, etc.....	32 95	65 91	98 86
Total	\$3,570 84	\$7,140 73	\$10,711 07
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$2,366 14	\$4,732 30	\$7,098 44
Repairs of cars.....	251 74	503 48	755 22
Total	\$2,617 88	\$5,235 78	\$7,853 66
<i>Conducting transportation :</i>			
Wages of conductors and men	\$388 00	\$776 00	\$1,164 00
Wages of engineers and firemen	680 00	1,360 00	2,040 00
Fuel for locomotives.....	1,236 18	2,472 36	3,708 54
Oil and waste	114 63	229 27	343 90
Wages of station agents and clerks.....	272 00	544 00	816 00
Wages for labor at stations	220 00	440 00	660 00
Station supplies.....	104 00	209 00	313 00
Other expenses for conducting transportation.....	28 00	56 67	85 00
Total	\$3,043 14	\$6,087 30	\$9,130 44
<i>General expenses :</i>			
Salaries of general officers and clerks	\$600 00	\$1,200 00	\$1,800 00
Stationery and printing.....	128 93	257 87	386 80
Insurance	135 41	270 84	406 25
Loss and damage of freight and baggage.....	77 56	155 12	232 68
Mileage of cars of other companies (debit balance).....	194 14	388 29	582 43
Other general expenses.....	110 37	220 74	331 11
Total	\$1,246 41	\$2,492 86	\$3,739 27
Grand total operating expenses.....	\$10,477 77	\$20,956 67	\$31,434 44

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment.....	\$184, 88- 37
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2, 170 50
Bills receivable.....	699 04
	<u>\$187, 254 21</u>
LIABILITIES.	
Capital stock.....	\$118, 000 00
Profit and loss (surplus).....	19, 254 21
	<u>\$187, 254 21</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried.....	23, 196
Number of passengers carried one mile.....	324, 744
Number of tons of freight carried.....	30, 877
Number of tons of freight carried one mile.....	432, 278
Passenger train mileage.....	27, 512
Freight train mileage.....	6, 094
All other train mileage.....	3, 047
Total train mileage.....	<u>36, 653</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$18, 262 27	\$10, 477 77	\$2, 784 50
Average per passenger carried.....	57	45	12
Average per passenger per mile.....	04	03	01
Freight earnings and expenses (including miscellaneous earnings).....	25, 800 52	20, 956 67	4, 843 85
Average per ton of freight carried....	884	639	195
Average per ton of freight per mile...	059	045	014

ITEM.		Local, cents.
Computed on earnings from carrying passengers and freight only.		
Average rate received per mile for carrying passengers, all classes.....		3.06
Average rate received per mile per ton for carrying freight, all classes.....		5.9

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in New York State.
Main line from Greenwich to Johnsonville, single track.....	14.65
Sidings and turnouts on main line.....	.95
Grand total of tracks, sidings and turnouts.....	<u>15.60</u>
Laid with steel rail, main line.....	10.50
Laid with iron rail, main line.....	<u>4.15</u>

Average life of rails — iron, 15 years; average life of ties, 8 years; weight of rails per yard — steel, 60 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number	Aggregate length.
Wooden bridges	25	<i>Feet.</i> 682
Wooden trestles	3	850
Total	28	982

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	\$6,500 00	72,000	1	.....
First-class passenger car	1	.....	.....	1	1
Baggage, mail and express car	1	.....	.....	1	1
Total	2	.....	.....	2	2
Flat freight cars	3	.....	.....	.....	.....

Miller platform and buffer and Westinghouse air brake used on passenger and express cars.

Ordinary switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Railroad crossing road at grade	1
Highway crossings at grade without protection	12

Passenger cars heated with coal stoves; lighted with kerosene oil; ventilated in deck.

The National Express Company runs over this line; rate paid, \$75 per month.

The contract with the United States Government for transportation of mails is \$655.78 per year for five years.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	411	1.33
Grain	989	3.2
Live stock	17	.05
Lumber	2,344	7.08
Iron or other ores	241	.8
Coal and coke	8,881	28.3
Petroleum and other oils	79	.3
Manufactures	5,398	17.4
All other merchandise	2,064	6.6
All other agricultural products	2,467	7.9
All other articles not included above	8,036	26
Total	80,877	100

EMPLOYEES.

Average number of persons employed (including officials) during year.... 30
 Aggregate amount of salaries and wages paid them, during year..... \$12,085 27

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WM. D. ROBERTSON.....	President.....	North Greenwich, N. Y.
HORTON COTTRELL.....	Vice-President.....	Greenwich, N. Y.
E. H. GIBSON.....	Secretary.....	Greenwich, N. Y.
C. H. VAN NESS.....	Treasurer.....	Greenwich, N. Y.
J. H. THOMPSON.....	Superintendent.....	Greenwich, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
WM. D. ROBERTSON.....	North Greenwich, N. Y.
HORTON COTTRELL.....	Greenwich, N. Y.
E. D. CULVER.....	Greenwich, N. Y.
HENRY GRAY.....	Greenwich, N. Y.
CHARLES GRIFFIN.....	Greenwich, N. Y.
WM. L. COZZENS.....	Greenwich, N. Y.
JAMES H. THOMPSON.....	Greenwich, N. Y.
WM. L. MOWRY.....	Greenwich, N. Y.
WM. HARTSHORN.....	Greenwich, N. Y.
E. H. GIBSON.....	Greenwich, N. Y.
WALDEN EDDY.....	Greenwich, N. Y.
EDWARD WHITESIDE.....	West Cambridge, N. Y.
ROBERT McMURRY.....	West Cambridge, N. Y.

Title of company, Greenwich and Johnsonville Railway Company.

General office at Greenwich, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, October.

For information concerning this report, address C. H. Van Ness, Treasurer.

HARLEM RIVER AND PORT CHESTER.

LESSOR.

LESSEE — NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, April 23, 1866.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	10,000	\$1,000,000	.....
Issued for actual cash and now outstanding.	4,218	421,600	\$42,160

Number of stockholders..... 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds.	1873	30	p.c.	April & Oct.	\$1,000,000	\$1,000,000	\$1,000,000
First mort. bonds.	1873	30	7	April & Oct.	1,000,000	1,000,000	1,000,000
Second mort. b'ds.	1881	30	4	June & Dec.	1,000,000	1,000,000	1,000,000
Total .....	.....	.....	.....	.....	\$3,000,000	\$3,000,000	\$3,000,000

COST OF ROAD.

Total cost up to Sept. 30, 1886.

Grading, masonry and ballast	\$646,188 38
Bridges	304,982 91
Superstructure (including ties) and rails	422,440 96
Land damages	594,662 86
Docks and wharves	254,754 20
Passenger and freight stations	51,544 36
Engine and car houses	28,958 68
Engineering expenses	75,148 56
Interest and legal expenses, etc.	668,825 42
Taxes	11,668 51
Total cost of road	\$3,059,169 84

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$3,059,169 84
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LIABILITIES.

Capital stock	\$42,160 00
Funded debt	3,000,000 00
Current liabilities, as follows, viz.:	
Open accounts	17,009 84
	\$3,059,169 84

DESCRIPTION OF ROAD.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges	2	150
Wooden bridges	10	397
Wooden trestles	6	11,482
Total	18	12,029

MISCELLANEOUS STATISTICS.

ITEM.

Entire line all in N. Y. State.

Railroad crossing road at grade	1
Highway crossings at grade without protection	9
Highway crossing at grade protected by gates or flagmen	5
Highway crossings over or under grade	8

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE H. WATROUS.....	President.....	New York city.
WILLIAM L. SQUIRE.....	Treasurer.....	New York city.
WILLIAM E. BARNETT.....	Secretary.....	New York city.
SEPTIMUS C. FLEETWOOD.....	Auditor.....	New York city.
O. M. SHEPARD.....	General Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE H. WATROUS.....	New Haven, Conn.
WILSON G. HUNT.....	New York city.
ABRAHAM R. VAN NEST.....	New York city.
GEORGE N. MILLER.....	New York city.
WILLIAM D. BISHOP.....	Bridgeport, Conn.
NATHANIEL WHEELER.....	Bridgeport, Conn.
E. J. SANFORD.....	New Haven, Conn.
EZEKIEL H. TROWBRIDGE.....	New Haven, Conn.
CHARLES M. POND.....	Hartford, Conn.
EDWARD M. REED.....	New Haven, Conn.
HENRY C. ROBINSON.....	Hartford, Conn.
GEORGE B. CARRHART.....	Brooklyn, N. Y.
W. E. BARNETT.....	New York city.

Title of company, Harlem River and Port Chester Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, April 10.

For information concerning this report, address S. C. Fleetwood, Auditor.

HARTFORD, CONNECTICUT AND WESTERN.

(Date of charter, March 31, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	30, 000	\$3, 000, 000
Issued for purchase of bonds	17, 502	\$1, 750, 300
Issued for purchase of Rhinebeck and Conn. R. R.	8, 000	800, 000
Total now outstanding.....	25, 502	\$2, 550, 300
Number of stockholders	763	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
First mortg'e bds.	June 30, 1888	20	p.c. 5	Jan. and July	\$700,000	\$610,000.	\$610,000

COST OF ROAD AND EQUIPMENT.

Total cost of road.....	\$2,802,650 00
Total cost of equipment.....	348,407 22
Grand total cost of road and equipment	\$3,146,057 22

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886..

Gross earnings from operation.....	\$346,042 72
Less operating expenses (excluding all taxes)	242,148 76
Net earnings from operation.....	\$103,893 96
<i>Income from other sources, as follows, viz.:</i>	
From rents	2,921 79
Gross income from all sources.....	\$106,815 75
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$28,000 00
Rentals.....	5,520 00
Taxes on property used in operation of road.....	7,486 26
Taxes on earnings and capital stock.....	5,354 88
Interest on loans and bills payable.....	5,279 32
	51,640 46
Net income from all sources	\$55,175 29
<i>Payments from net income, as follows, viz.:</i>	
*Dividends declared, 1½ per cent on \$9,900 stock.....	148 50
Surplus for year ending September 30, 1886	\$55,026 79

GENERAL INCOME ACCOUNT

Surplus for year ending September 30, 1886, as shown	\$55,026 79
Deficit up to September 30, 1885	79,231 34
	\$24,204 55
Old accounts collected.....	996 70
Total deficit September 30, 1886.....	\$28,207 85

DETAILED STATEMENT OF RENTALS.

For rent of track and station of the New York and New England Railroad at Hartford, Conn.....	\$4,200 00
For rent of the New Haven and Northampton Company's station at Tariff- ville, Conn.....	240 00
For general office rent, etc.....	1,080 00
Total amount of rentals deducted from income.....	\$5,520 00

*Nine thousand nine hundred dollars worth of stock was issued during the year in exchange for \$16,500 of Connecticut and Western Railroad Company's bonds, and was entitled to the 1½ per cent dividend declared December 1, 1882.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$48,527 83		
Freight, local.....	164,909 83		
		\$213,437 66	\$213,437 66
Passengers, through.....	\$18,462 82		
Passengers, local.....	98,543 94		
	\$117,006 26		117,006 26
Mail.....	9,743 12		9,743 12
Express.....	5,855 68		5,855 68
Total gross earnings.....	\$132,605 06	\$213,437 66	\$346,042 72

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$8,668 29	\$9,774 89	\$18,443 18
Steel rails laid, tons, 505-11-2-24 cost			
\$18,443 18.....			
Repairs of roadbed.....	20,457 03	23,068 53	43,325 56
Repairs of bridges (including culverts and	2,919 89	3,292 62	6,212 51
cattle-guards).....			
Repairs to stations, shops, docks, etc.....	2,238 62	2,518 76	4,752 38
Repairs of fences.....	1,300 23	1,466 20	2,766 43
Total.....	\$35,579 06	\$40,121 00	\$75,700 06
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$6,437 15	\$7,258 90	\$13,696 05
Repairs of cars.....	6,201 57	8,970 29	15,171 86
Repairs of machinery and tools.....	603 58	680 61	1,284 19
Total.....	\$13,242 30	\$16,909 80	\$30,152 10
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$11,582 30	\$13,060 90	\$24,643 20
Wages of engineers and firemen.....	7,578 71	8,546 17	16,124 88
Fuel for locomotives.....	16,028 80	18,074 98	34,103 78
Oil and waste.....	1,139 76	1,285 26	2,425 02
Water supply.....	593 05	668 76	1,261 81
Other train supplies or expenses.....	1,888 67	2,129 95	4,018 62
Wages of station agents and clerks.....	7,442 43	8,392 49	15,834 92
Wages for labor at stations.....	2,769 08	3,122 56	5,891 64
Station supplies.....	762 19	859 47	1,621 66
Wages of watchmen, flagmen and switchmen	2,437 53	2,748 70	5,186 23
Other expenses for conducting transportation	625 86	705 74	1,331 60
Total.....	\$52,848 58	\$59,594 98	\$112,443 56
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$5,159 10	\$5,817 70	\$10,976 80
General office expenses and supplies.....	803 89	906 52	1,710 41
Stationery and printing.....	715 50	806 84	1,522 34
Outside agencies and advertising.....	172 11	194 07	366 18
Legal expenses.....	337 81	380 82	718 73
Loss and damage of freight and baggage.....	20 00	162 46	182 46
Damage to cattle and property.....	286 17	322 69	608 86
Injuries to persons.....	940 00	1,060 00	2,000 00
Telegraph maintenance and operation.....	7 81	8 79	16 60
Mileage of cars of other companies (debit			
balance).....		2,399 99	2,399 99
Other general expenses.....	1,574 82	1,775 85	3,350 67
Total.....	\$10,017 21	\$13,835 83	\$23,853 04
Grand total operating expenses.....	\$111,687 15	\$130,461 61	\$242,148 76

HARTFORD, CONNECTICUT AND WESTERN.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Cost of road	\$2,502,650 00
Cost of equipment	543,407 22
<i>Other permanent investments, as follows, viz.:</i>	
Real estate	98,154 81
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$1,235 15
Due by agents	36,433 06
Open accounts	15,756 07
Materials and supplies	64,790 02
	118,214 30
Profit and loss (deficiency)	23,207 85
	<u>\$3,380,634 18</u>

LIABILITIES.

Capital stock	\$2,550,200 00
Funded debt	610,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	7,625 00
Audited vouchers and pay rolls	26,850 22
Open accounts	1,158 96
Loans and bills payable	15,000 00
Convertible bonds	169,800 00
	<u>\$3,380,634 18</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	26,901	241,877	268,778
Number of passengers carried one mile	736,834	3,724,914	4,461,748
Number of tons of freight carried	66,404	164,409	230,813
Number of tons of freight carried one mile	2,429,559	7,876,010	10,305,569
Passenger train mileage .....	.....	.....	155,893
Freight train mileage .....	.....	.....	177,822
All other train mileage .....	.....	.....	8,366
Total train mileage .....	.....	.....	<u>342,081</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$132,605 06	\$111,687 15	\$20,917 91
Average per passenger carried	493	415	078
Average per passenger per mile	029	024	0044
Average per passenger train per mile	85	716	134
Freight earnings and expenses (including miscellaneous earnings)	213,487 66	130,461 61	82,976 05
Average per ton of freight carried	324	565	359
Average per ton of freight per mile	021	013	008
Average per freight train per mile	1 20	734	466

TRAFFIC AND MILEAGE STATISTICS—(Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passen- gers, all classes	Cents. 2.51	Cents. 2.64	Cents. 2.62
Average rate received per mile per ton for carrying freight, all classes	1.99	2.09	2.07

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased, all in New York State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Hartford, Conn., to Rhinecliff, N. Y., single track	41.60	108.30	.....	.....	.....
Branches or other roads, single track .....	.....	.....	1.25	.....	.....
Total, single track	41.60	108.30	1.25	42.85	109.55
Sidings and turnouts on main line	5.08	20.48	.....	5.08	20.48
Grand total tracks, sidings and turnouts.	46.68	128.79	1.25	47.93	130.05
Laid with steel rail, main line	10.00	72.67	.....	10.00	72.67
Laid with iron rail, main line	36.68	56.11	.....	36.68	56.11
Laid with iron rail, branches or other roads..	.....	.....	1.25	1.25	1.25

Weight of rails per yard, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with iron rails.
Newburgh, Dutchess & Conn	N. Y. State line	Millerton	1.25	1.25	Leased...	1.25

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	1	76	9	484
Wooden bridges	24	700	50	6,812
Wooden trestles .....	.....	.....	.....	5,700
Total	25	776	59	12,996

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Number owned.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 4 drivers	18	116,480	7	.....
First class passenger cars.....	19	.....	19	19
Baggage, mail and express cars	5	.....	5	4
Total	24	.....	24	23
Box freight cars.....	132	.....	.....	.....
Stock freight cars	2	.....	.....	.....
Coal freight cars	225	.....	.....	.....
Flat freight cars	101	.....	.....	.....
Caboose, 8-wheel cars	2	.....	.....	.....
Service cars.....	24	.....	.....	.....
Total	486	.....	.....	.....

Westinghouse air brake and Miller coupler are used on passenger cars, and hand brake and ordinary coupler on freight cars.

Split switches (Loomis or Wharton) are almost entirely used on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Length of steel rails laid during year in repairs.....	5.34	5.34
Railroads crossing road at grade.....	1	5
Highway crossings at grade without protection	24	97
Highway crossings at grade protected by gates or flagmen..	1	5
Highway crossings over or under grade	3	16
Overhead obstructions less than 20 feet above track	1	2

Passenger cars are principally heated by Baker heaters, lighted by lamps and ventilated by deck windows.

Adams Express Company and American Express Company run over this line, the former pays 40 per cent of its receipts and the latter 20 cents per 100 lbs.

Stipulated amount received from United States Government for transportation of mails, \$9,943.13 per annum, based on weight of mails and mileage.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent
Flour.....	5,794	2
Grain	11,082	5
Meats and provisions.....	997	0.5
Live stock	2,141	1
Lumber	12,111	5
Pig and bar iron and steel.....	13,722	6
Iron or other ores.....	36,912	16
Coal and coke	84,869	37

MISCELLANEOUS STATISTICS.—(Continued).

ITEM.	Tonnage.	Per cent.
Petroleum and other oils.....	473	0.5
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State....	7,711	3
All other manufactures.....	13,670	6
All other merchandise.....	23,601	10
All other agricultural products.....	9,025	4
All other articles not included above.....	9,705	4
Total.....	230,813	100

NUMBER OF ACCIDENTS.

Employee, killed 1

EMPLOYEES.

Average number of persons employed per month (including officials) during year..... 303
 Aggregate amount of salaries and wages paid them during year..... \$137,715 78

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WILLIAM L. GILBERT....	President.....	West Winsted, Conn.
FREDERICK MILES.....	Vice-President.....	Chapinville, Conn.
EDWARD R. BEARDSLEY..	Secretary and Treasurer.....	Hartford, Conn.
EDWIN MCNEIL.....	Supt. and Gen'l Freight Agent..	Hartford, Conn.
WALTER PEARCE.....	General Ticket Agent.....	Hartford, Conn.
RICHARD P. MARTIN....	Auditor.....	Hartford, Conn.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHAS. T. HILLYER.....	Hartford, Conn.
L. B. MERRIAM.....	Hartford, Conn.
MILES HUNT.....	Hartford, Conn.
JEFFREY O. PHELPS.....	Simsbury Conn.
WILLIAM L. GILBERT.....	West Winsted, Conn.
HENRY GAY.....	West Winsted, Conn.
LYMAN DUNNING.....	East Canaan, Conn.
FREDERICK MILES.....	Chapinville, Conn.
ALEXANDER H. HOLLEY.....	Lakeville, Conn.
WILLIAM H. BARNUM.....	Lime Rock, Conn.
MILO B. RICHARDSON.....	Lime Rock, Conn.
THOS. CORNELL.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Rondout, N. Y.

Title of company, Hartford and Connecticut Western Railroad Company.

General office at Hartford, Conn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in December.

For information concerning this report, address Edward R. Beardsley, Treasurer.

HAYT'S CORNERS, OVID AND WILLARD.

LESSOR.

LESSEE—GENEVA, ITHACA AND SAYRE.

(Date of charter, September 15, 1882.)

For history and organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	400	\$40,000
Subscribed	41	\$4,100
Paid in		410
Total now outstanding	41	\$4,100
Number of stockholders.....		27

COST OF ROAD.

Land and land damages	\$2,278 52
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAMES B. THOMAS	President.....	Ovid, N. Y.
WILLIAM JONES	Treasurer	Ovid, N. Y.
JOHN T. COVERT	Secretary.....	Ovid, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
*GEORGE W. JONES	Ovid, N. Y.
JAMES B. THOMAS	Ovid, N. Y.
WILLIAM JONES	Ovid, N. Y.
WILLIAM C. HAZLETON.....	Ovid, N. Y.
CHAS SUTTON	Ovid, N. Y.
JOHN DENNISTON.....	Ovid, N. Y.
*WILLIAM H. CHESTNUT.....	Ovid, N. Y.
ABRAM B. JOHNSON	Hayt's Corners, N. Y.
ALDEN HORTON	Ovid, N. Y.
JOHN F. COVERT	Ovid, N. Y.
JOHN B. CHAPIN	Philadelphia, Pa.
HERMAN D. EASTMAN	Lodi, N. Y.
SILAS M. KRIM	Romulus, N. Y.

Title of company, Hayt's Corners, Ovid and Willard Railroad Company.

General offices at Ovid, N. Y.

Date of close of fiscal year, September 22.

For information concerning this report, address Jas. B. Thomas, President.

* Deceased, and vacancy not yet filled by election.

HERKIMER, NEWPORT AND POLAND NARROW GAUGE.

(Date of charter, June 29, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	2,500	\$250,000	
Issued for actual cash and now outstanding .	1,698	\$169,800	\$169,800

Number of stockholders..... 155

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash realiz- ed on amount outstand- ing.
			Rate.	When payable.			
First m'tgage b'ds on road and equipment	April, 1886	15	5	Apr. 1 & Oct. 1	\$66,000	\$66,000	\$66,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$4,032 61	\$63,429 63
Bridges.....	1,981 92	16,156 60
Superstructure (including ties) and rails.....	1,653 29	83,412 70
Land.....	1 00	19,536 49
Land damages.....		1,080 49
Fences.....	168 16	7,513 47
Passenger and freight stations.....	247 87	8,484 32
Engine and car houses.....	218 84	3,141 11
Shops, machinery and tools.....	47 05	1,944 72
Engineering expenses.....		5,969 33
Track scales.....		871 49
Total cost of road.....	\$8,350 74	\$211,320 40

COST OF ROAD AND EQUIPMENT—(Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives	\$33 55	\$13,079 74
Passenger, mail, baggage and express cars		5,409 25
Freight and other cars	41 20	8,550 42
*Snow plow, winger and flanger and tool cars		716 07
Total cost of equipment	\$74 75	\$28,055 48
Grand total cost of road and equipment	\$8,425 49	\$239,375 88

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry:</i>	
Completion of raising low lands liable to overflow near Herkimer; retaining wall and filling at Newport (not yet completed); retaining wall near Poland; frost walls for bridges and replacing piles of bridges by masonry piers.....	\$4,032 61
<i>Bridges:</i>	
Completion of covering chords of bridges Nos. 2, 3 and 5 and additional cost of new superstructure, where piles are replaced by masonry piers.....	1,981 92
<i>Superstructure including rails:</i>	
Replacing 30-pound iron with 40-pound steel rails, additional weight of metal, (not yet completed).....	1,658 29
<i>Land:</i>	
Recording deed of land purchased prior to September 30, 1885.....	1 00
<i>Fences:</i>	
(Not yet completed)	168 16
<i>Stations:</i>	
Completion of scale house at Newport and purchase of scales for Middleville	247 87
<i>Engine, car and water houses:</i>	
Hand-car house at Herkimer and materials for another not yet erected.....	218 84
<i>Shops, machinery and tools:</i>	
Tools added to repair shop	47 05
<i>Locomotives:</i>	
Fixtures added to locomotives	33 55
<i>Freight and other cars:</i>	
Railroad velocipede.....	41 20
Total	\$8,425 49

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$39,249 28
Less operating expenses (excluding all taxes).....	26,179 05
Gross income from all sources	\$13,070 23
<i>Deductions, from income, as follows, viz.:</i>	
Interest on funded debt (paid to September 30, 1886).....	\$3,607 99
Taxes on property used in operation of road.....	929 55
Taxes on earnings and capital stock.....	861 55
R. R. Commissioners' tax.....	98 16
	4,997 25
Net income from all sources	\$8,072 98
<i>Payments from income, as follows, viz.:</i>	
Dividends declared, 3 per cent on \$169,800 stock; January 15, 1886, 1½ per cent; July 15, 1886, 1½ per cent.....	5,094 00
Surplus for year ending September 30, 1886.....	\$2,978 98

* The original cost, \$314.39, of the car taken for snow plow and tool car is transferred from freight and other cars to snow plow, flanger and tool car.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$2,978 98
Surplus up to September 30, 1885.....	8,826 97
Total surplus, September 30, 1886.....	<u>\$8,805 95</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$20,278 94	\$20,278 94
Passengers, local.....	\$16,773 45		16,773 45
Mail.....	743 97		743 97
Express.....	1,813 77		1,813 77
Miscellaneous, as follows, viz.:			
Scales.....	\$24 60		
Sundries.....	49 55		
Rents received.....	65 00	61 85	139 15
Total gross earnings.....	<u>\$18,893 04</u>	<u>\$20,356 24</u>	<u>\$39,249 28</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$802 00	\$871 78	\$1,673 78
Repairs of roadbed.....	4,234 85	4,603 11	8,837 96
Repairs of bridges (including culverts and cattle-guards).....	195 68	212 66	408 39
Repairs of stations, shops, docks, etc.....	141 30	153 62	294 92
Repairs of fences.....	214 58	233 19	447 73
Total.....	<u>\$5,588 31</u>	<u>\$6,074 31</u>	<u>\$11,662 62</u>

Maintenance of equipment:

Repairs of locomotives.....	\$439 43	\$477 64	\$917 07
Repairs of cars.....	305 07	523 20	828 27
Repairs of machinery and tools.....	20 24	22 01	42 25
Other expenses for maintenance of equipment.....	73 29	79 66	152 95
Total.....	<u>\$838 03</u>	<u>\$1,102 51</u>	<u>\$1,940 54</u>

Conducting transportation:

Wages of conductors and men.....	\$594 68	\$646 39	\$1,241 07
Wages of engineers and firemen.....	888 23	911 18	1,799 36
Fuel for locomotives.....	706 23	787 64	1,493 87
Oil and waste.....	148 81	161 76	310 57
Water supply.....	42 94	46 68	89 62
Other train supplies or expenses.....	29 24	31 78	61 09
Wages of station agents and clerks.....	716 34	1,232 91	1,999 25
Wages for labor at stations.....		1,003 90	1,003 90
Station supplies.....	92 00	100 00	192 00
Wages of watchmen, flagmen and switchmen.....	289 18	314 32	603 50
Other expenses for conducting transportation.....	40 00	538 95	578 95
Total.....	<u>\$3,497 65</u>	<u>\$5,305 46</u>	<u>\$8,803 11</u>

General expenses:

Salaries of general officers and clerks.....	\$910 40	\$989 60	\$1,900 00
General office expenses and supplies.....	11 81	12 29	23 60
Stationery and printing.....	160 88	174 86	335 74
Outside agencies and advertising.....	59 52		59 52
Legal expenses.....	4 79	5 21	10 00

HERKIMER, NEWPORT AND POLAND NARROW GAUGE. 287

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
Loss and damage of freight and baggage.....		\$1 50	\$1 50
Damage to cattle and property.....	\$5 08	5 53	10 61
Other general expenses.....	459 51	472 80	931 81
Total	\$1,611 49	\$1,661 29	\$3,272 78
Grand total operating expenses	\$11,535 48	\$14,643 57	\$26,179 05

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road		\$211,320 40
Cost of equipment.....		28,055 48
<i>Other permanent investments, as follows, viz.:</i>		
Assignment of mortgage on repair shop.....		800 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$1,872 09	
Bills receivable	5,467 15	
Due by agents	998 52	
Open accounts.....	288 54	
Materials and supplies	1,816 98	
		7,938 28
		<u>\$248,114 16</u>

LIABILITIES.

Capital stock.....	\$169,800 00
Funded debt.....	66,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay rolls.....	2,894 02
Open accounts.....	708 26
Sundries	117 93
Mortgage on repair shop	800 00
Profit and loss (surplus).....	8,805 95
	<u>\$248,114 16</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Total, all local.

Number of passengers carried	40,196
Number of passengers carried one mile.....	314,499
Number of tons of freight carried	16,635
Number of tons of freight carried one mile	217,025
Total train mileage, mixed.....	<u>32,410</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$18,893 04	\$11,535 48	\$7,357 56
Average per passenger carried	47	2869	1831
Average per passenger per mile	06	0867	0233
Average per passenger train per mile.....	5825	8575	0225
Freight earnings and expenses (including miscellaneous earnings).....	20,356 24	14,643 57	5,712 67
Average per ton of freight carried ...	1 2237	8803	3434
Average per ton of freight per mile....	0988	0675	0263
Average per freight train per mile....	6275	4525	175

ITEM.		Cents.
Computed on earnings from carrying passengers and freight only.		
Average rate received per mile for carrying passengers, regular		5.
Average rate received per mile for carrying passengers, excursionists and 2,000 mile commutation tickets		2.5
Average rate received per mile for carrying passengers, 1,000 mile commutation tickets		3.5
Average rate received per mile per ton for carrying freight, all classes.....		9.33

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Total miles all in N. Y. State.
Main line from Herkimer to Poland, single track		16.73
Sidings and turnouts on main line		1.36
Grand total of tracks, sidings and turnouts.....		18.09
Laid with steel rail, main line.....		3.49
Laid with iron rail, main line.....		13.24
Average life of rails, steel, none yet worn out;* average life of ties, 5 years; weight of rails per yard, steel, 40 lbs.; iron, 30 lbs.; gauge of track, 3 feet 6 inches; ballasted with gravel.		

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Bridges where openings from 12 to 32 feet span are crossed upon wooden beams trussed with iron rods and resting on masonry	11	403
Wooden bridges, pony truss Howe bridges	5	855
Wooden trestles, pile bridges	4	133
Bridges with spans from 10 to 15 feet, without truss rods under stringers — stringers resting on masonry.....	5	68
Total	25	1,459

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	\$6,500 00	{ 62,500 51,000	{ 2	
First class passenger car.....	1	\$2,750 00	24,850	1	1
Combination passenger, baggage, mail and express car.....	1	2,200 00	22,750	1	1
Total.....	2			2	2
Box freight cars	7	\$415 00	13,500	7	7
Coal freight cars.....	2	350 00	11,600	2	
Flat freight cars	10	330 00	10,500	10	
Tool car and snow flanger.....	1	730 00	15,500	1	
Service push car.....	4	50 00	{ 150 to 600		
Service hand car.....	6				
Total.....	30			20	7

* Iron that has worn out lasted 5 years.

HERKIMER, NEWPORT AND POLAND NARROW GAUGE. 289

Eames' vacuum brake, Phillips' patent improved automatic coupler and common link and pin coupler used on cars. It is proposed to use the Phillips' coupler as fast as the necessary changes can be conveniently made.

Eight split switches and 12 head block switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all N. Y. State.
Total assessed value of real estate and personal property of company	\$81,000
*Railroad crossing road at grade.	
Highway crossings at grade without protection.....	11
Highway crossings at grade protected by gates or flagmen	3

Passenger cars heated by Spears patent car-warming stoves for burning anthracite coal, lighted with lamps using kerosene, and ventilated by ventilators inside of Monitor roofs.

Receive \$743.97 per car for carrying two northward and two southward-bound mails per day.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Lumber	4,267	25.75
Coal and coke.....	2,602	15.50
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	1,533	9.25
All other manufactures	1,665	10
Merchandise	1,788	10.75
Agricultural products	2,553	15.25
All other articles not included above.....	2,247	13.50
Totals.....	16,635	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	50
Aggregate amount of salaries and wages paid them during year.....	\$19,922 88

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
EDWARD M. BURNS	President.....	Middleville, N. Y.
S. R. MILLINGTON	Vice-President.....	Poland, N. Y.
GEO. H. THOMAS	Treasurer.....	Middleville, N. Y.
THOS. E. MERRITT.....	Secretary.....	Newport, N. Y.
ALBERT WILBER	Superintendent and Engineer....	Herkimer, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
SAMUEL EARL.....	Herkimer, N. Y.
JOHN W. VROOMAN	Herkimer, N. Y.
WILLIAM SMITH	Herkimer, N. Y.
M. W. RASBACH	Herkimer, N. Y.
W. W. MOSHER.....	Middleville, N. Y.
J. T. WOOSTER.....	Middleville, N. Y.
EDWARD M. BURNS	Middleville, N. Y.
GEO. H. THOMAS	Middleville, N. Y.
HENRY W. DEXTER.....	Newport, N. Y.
H. G. BURLINGAME.....	Newport, N. Y.
S. R. MILLINGTON	Poland, N. Y.
JOHN HEMSTREET.....	Poland, N. Y.
WARREN A. BRAYTON.....	Poland, N. Y.

*The N. Y. Central siding crossed at Herkimer, N. Y., reported September 30, 1885, has since that date been taken out by the Central.

Title of company, Herkimer, Newport and Poland Narrow Gauge Railway Company.
 General office at Newport, Herkimer county, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, fourth Tuesday in June.
 For information concerning this report, address Edward M. Burns, President, or Thos. E. Merritt, Secretary.

HOBART BRANCH

LESSOR.

LESSEE — ULSTER AND DELAWARE.

(Date of charter, March 25, 1884.)

For history of organization, see Report of 1885.

This road was leased to the Ulster and Delaware Railroad Company, by lease executed and bearing date March 13, 1886, for the term of eighteen years from May 1, 1885, at an annual rental of \$3,000 per annum, payable quarterly on May 1st, August 1st, November 1st and February 1st.

All expenditures for additions and betterments, including taxes and insurance, also the expenses of maintenance and operation of the road are to be borne by the lessees.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	500	\$50,000	
Issued for actual cash	430	\$43,000	\$43,000
Issued on account of construction	70	7,000	7,000
Total now outstanding	500	\$50,000	\$50,000

Number of stockholders 13

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast	\$12,859 31
Bridges	970 00
Superstructure (including ties) and rails	20,776 93
Land	5,030 60
Passenger and freight stations	2,145 82
Engineering expenses	1,114 97
Total cost	\$43,897 63

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

From Ulster and Delaware R. R. Co., lessee:	
Rental from May 1, 1885, to October 1, 1886	\$4,250 00
Payments from income, as follows, viz:	
Dividends declared, 8½ per cent on \$50,000 stock	4,250 00

HOBART BRANCH.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$42,897 63
Profit and loss (deficiency)		7,102 37
		\$50,000 00
LIABILITIES.		
Capital stock		\$50,000 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOMAS CORNELL.....	President.....	Rondout, N. Y.
CHARLES BRAY.....	Vice-President.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Secretary and Treasurer.....	Rondout, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
THOMAS CORNELL.....	Rondout, N. Y.
CHARLES BRAY.....	Rondout, N. Y.
DANIEL B. STOW.....	Rondout, N. Y.
ISAAC M. NORTH.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
CHARLES REYNOLDS.....	Kingston, N. Y.
THOMAS R. TREMPER.....	Kingston, N. Y.

Title of company, Hobart Branch Railroad Company.

General office at Rondout, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in March.

For information concerning this report, address Samuel G. Dimmick, Secretary and Treasurer.

HOOSAC TUNNEL AND SARATOGA.

LESSOR.

See Troy, Saratoga and Northern.

THE ISLAND.

(Date of charter, September 1, 1883.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	2,500	\$250,000
Issued for actual cash.....	100	\$10,000
Issued for property	1,900	190,000
Total now outstanding.....	2,000	\$200,000

Number of stockholders 16

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.*		
General mortgage bds.	Nov. 1, 1882	40	P.C. 6	Oct. 1, 1923	\$400,000	\$400,000

The foregoing bonds, together with 1,900 shares of stock, were issued in payment for property in the city of Buffalo, conveyed to said corporation or now owned by it.

COST OF ROAD.

Total cost of road \$599,000

The corporation is unable to separate the cost of its road into items called for in blanks furnished for report. The entire cost of superstructure, including rails, was \$181,000, and for land damages and fences, \$418,000, making a total of \$599,000. There have been no additions or betterments during the year ending September 30, 1886. The reason why such separation cannot be made is because the property acquired was that of a complete railroad.

This company has no equipment of its own, all used by it having been supplied by other corporations with whose tracks it makes connections.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$54,412 14
Less operating expenses (excluding all taxes).....	36,049 61
Net earnings from operation.....	\$18,362 53
<i>Income from other sources, as follows, viz.:</i>	
Rentals of real estate.....	3,600 00
Gross income from all sources.....	\$21,962 53
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$24,000 00
Taxes on property used in operation of road.....	5,083 50
Taxes on earnings and capital stock.....	298 12
	29,381 62
Deficit for year ending September 30, 1886.....	\$7,419 09

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$7,419 09
Deficit up to September 30, 1885.....	13,359 69
Total deficit September 30, 1886.....	\$20,778 78

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

On account of handling coal	\$54,412 14
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OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track	\$938 19
Other expenses for maintenance of way and structures	6,589 51
Total	\$7,476 70
<i>Maintenance of equipment:</i>	
Expenses for maintenance of equipment.....	\$1,102 40

* Should state months when interest is payable.—R. R. Commissioners.

<i>Conducting transportation:</i>	
Wages paid for hauling coal.....	\$25,284 67
<i>General expenses:</i>	
Salaries of general officers and clerks	\$1,790 00
Stationery and printing.....	16 95
Other general expenses.....	378 89
Total	\$2,185 84
Grand total operating expenses.....	\$36,049 61

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$599,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	179 70
Open accounts.....	30,645 02
Profit and loss (deficiency)	29,778 78
	\$650,603 50
LIABILITIES.	
Capital stock	\$200,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	50,603 50
	\$650,603 50

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Feet owned, all in N. Y. State.
Main line from terminal point to terminal point.....		710
Sidings and turnouts on main line		5,330
Grand total of tracks, sidings and turnouts.....		6,040
Laid with iron rail, main line		710

Common switches are used, and on trestle self-acting switches.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$196,715
Company handles cars of any corporation desiring to unload at its dock.	

DESCRIPTION OF FREIGHT MOVED.	Tonnage
Coal and coke transferred into vessels	172,806
Coal and coke transferred into line cars	16,700
	189,506

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
GEORGE A. HOYT.....	President.....	1 Broadway, N. Y. city.
E. H. MEAD.....	Treasurer.....	1 Broadway, N. Y. city.
W. E. STREET.....	Secretary.....	1 Broadway, N. Y. city.
THOMAS HODGSON	General Superintendent ..	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
GEORGE A. HOYT.....	Stamford, Conn.
EDWIN H. MEAD.....	South Orange, N. J.
WM. E. STREET	Darien, Conn.
THOMAS HODGSON	Buffalo, N. Y.

SAMUEL THORN.....	New York city.
GEORGE W. QUINTARD	New York city.
A. S. SWORDS.....	Stamford, Conn.
W. H. ZIEGLER	Brooklyn, N. Y.
G. L. BROWN.....	Washington, Conn.
JOHN R. PLATT.....	New York city.
F. D. LOCKE	Buffalo, N. Y.

Title of company, The Island Railroad Company.

General office at No. 1 Broadway, N. Y. city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report, address Thomas Hodgson, Gen'l Supt.

ITHACA, AUBURN AND WESTERN.

LESSOR.

LESSEE — SOUTHERN CENTRAL.

(Date of charter, September 20, 1876.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	10,000	\$100,000
Issued on account of construction and now outstanding....	9,758	975,800

Number of stockholders..... 80

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.			
First mortgage bonds...	Dec. 1, 1876	30	7	June and Dec.		\$500,000	\$377,000
Second mortgage bonds.	Jan. 1, 1877	30	7	Jan. and July		550,000	406,000
Total.....	.....	..	..	.....		\$1,050,000	\$875,000

COST OF ROAD.

Total cost of road up to September 30, 1886 \$228,833 56

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross income from all sources	\$12,600 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt past due on account.....	8,750 00
Surplus for year ending September 30, 1886	\$3,850 00

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$3,850 00
Surplus up to September 30, 1885.....	360 85
	<hr/> \$4,210 85
Paid balance due on mortgage of J. W. Dunning.....	\$3,400 00
Interest on mortgage of J. W. Dunning.....	181 88
Clerical service.....	200 00
Telegraph (1881).....	80 60
Petty expenses.....	8 89
	<hr/> 3,801 87
Total surplus September 30, 1886	<hr/> <hr/> \$409 48

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SUMNER R. STONE.....	President.....	58 Pine street, New York.
A. S. BARNES.....	Treasurer.....	111 William street, New York.
F. T. PEET.....	Secretary.....	Auburn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALFRED S. BARNES	Brooklyn, N. Y.
HENRY R. LOW	Middletown, N.Y.
SUMNER R. STONE	New York city.
WM. J. GROO	Middletown, N.Y.
H. STERNBURG.....	New York city.
WM. H. GUION	New York city.
HOMER N. LOCKWOOD.....	New York city.
THOS. M. KONES.....	New York city.
JOSEPH W. DUNNING.....	Auburn, N. Y.
STEPHEN S. HEWITT.....	Genoa, N. Y.
CHAS. E. THORNE.....	Auburn, N. Y.
F. T. PEET.....	Auburn, N. Y.
T. C. CHRISTIANSEN.....	Brooklyn, N. Y.

Title of company, Ithaca, Auburn and Western Railway Company.

General office at 111 and 113 William street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, October.

For information concerning this report, address A. S. Barnes, Treasurer.

KAATERSKILL.

(Date of charter, November 23, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	1,000	\$100,000	\$100,000
Number of stockholders.....			26

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.....	Jan 1, 1885.	20	P.C. 6	Jan. 1, July 1	\$60,000	\$60,000	\$60,000

COST OF ROAD AND EQUIPMENT.

Road.		Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$73,103 72
Bridges.....		11,542 73
Superstructure (including ties).....		12,010 01
Rails.....		24,235 82
Land, land damages and fences.....		6,567 72
Passenger and freight stations.....		6,659 48
Engine and car houses.....		1,016 40
Shops, machinery and tools.....		307 19
Fuel and water stations.....		434 99
Engineering expenses.....		3,671 40
Total cost of road.....		\$139,549 46
EQUIPMENT.		
Locomotives.....		\$19,084 76
Passenger cars.....		6,106 25
Mail, baggage and express cars.....		8,000 00
Freight and other cars.....		221 29
Total cost of equipment.....		\$28,362 30
Grand total cost of road and equipment.....		\$167,911 76

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$11,283 85
Less operating expenses (excluding all taxes).....		7,467 83
Gross income from all sources.....		\$3,815 52
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$3,600 00	
Taxes on property used in operation of road.....	233 13	
Taxes on earnings and capital stock.....	91 27	
Taxes other than above.....	81 85	
Discount and interest.....	149 10	
Insurance.....	117 60	
		4,272 45
Deficit for year ending September 30, 1886.....		\$456 93

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$456 93
Surplus up to September 30, 1885.....	9,413 99
Total surplus September 30, 1886.....	\$8,957 06

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$1,444 75	\$1,444 75
Passengers, local	\$9,217 83		9,217 83
Mail	62 70		62 70
Express	233 02		233 02
<i>Miscellaneous, as follows, viz.:</i>			
Engine service	107 77	5 57	113 34
Post office receipts	201 77	10 44	212 21
Total gross earnings.....	\$9,822 59	\$1,460 76	\$11,283 35

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed	\$2,314 21	\$119 70	\$2,433 91
Repairs of bridges (including culverts and cattle-guards)	27 57	1 43	29 00
Repairs of stations, shops, docks, etc.....	47	03	50
Other expenses for maintenance of way and structures	28 77	1 28	25 00
Total	\$2,366 02	\$122 89	\$2,488 41

Maintenance of equipment:

Repairs of locomotives.....	\$308 03	\$15 93	\$323 96
Repairs of cars	151 70		151 70
Other expenses for maintenance of equipment	8 90	20	4 10
Total	\$463 63	\$16 13	\$479 76

Conducting transportation:

Wages of conductors and men.....	\$1,116 70	\$57 77	\$1,174 47
Wages of engineers and firemen.....	1,051 08	54 87	1,105 45
Fuel for locomotives.....	1,012 19	52 85	1,064 54
Oil and waste	150 64	7 80	158 44
Water supply	81 13	4 20	85 33
Other train supplies or expenses	20 60	1 07	21 67
Wages of station agents and clerks.....	62 59	23 93	486 52
Wages for labor at stations	400 10	5 18	105 28
Station supplies.....	7 57	89	7 96
Total	\$4,002 60	\$207 06	\$4,209 66

General expenses:

Salaries of general officers and clerks.....	\$85 57	\$4 43	\$90 00
Stationery and printing.....	78 87	4 08	82 95
Outside agencies and advertising.....	102 97	5 33	108 30
Other general expenses.....	8 32	43	8 75
Total	\$275 78	\$14 27	\$290 00
Grand total operating expenses.....	\$7,107 98	\$359 85	\$7,467 83

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$139,549 48
Cost of equipment	28,362 30
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	8,566 44

Due by agents	\$127 96
Open accounts	389 07
Materials and supplies	2, 263 65
	<u>\$179, 258 88</u>

LIABILITIES.

Capital stock	\$100, 000 00
Funded debt	60, 000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$900 00
Audited vouchers and pay-rolls	5, 401 82
Loans and bills payable	4, 000 00
	<u>10, 301 82</u>
Profit and loss (surplus)	8, 957 06
	<u>\$179, 258 88</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	17, 672
Number of passengers carried one mile	115, 655
Number of tons of freight carried	1, 122
Number of tons of freight carried one mile	6, 427
Total train mileage, all mixed	10, 474

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$9, 822 59	\$7, 107 98	\$2, 714 61
Average per passenger carried	5558	4022	1536
Average per passenger per mile	0849	0614	0235
Average per passenger train per mile	9378	6786	2592
Freight earnings and expenses (including miscellaneous earnings)	1, 460 76	359 85	1, 100 91
Average per ton of freight carried	1 3078	3200	9500
Average per ton of freight per mile	2283	0560	1723

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	7. 97
Average rate received per mile per ton for carrying freight, all classes	22. 48

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Total miles, all in N. Y. State.
Main line from Kaaterskill Junction to Kaaterskill Station, single track ..	7.50
Sidings and turnouts on main line	0.25
Grand total of tracks, sidings and turnouts	<u>7.75</u>
Laid with steel rail, main line	<u>7.50</u>

Average life of rails — steel, 20 years; iron, 8 years; average life of ties, 7 years; weight of rails per yard, steel, 40 lbs; gauge of track, 8 feet; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden bridge.	1	<i>Feet.</i> 140
Wooden trestles.	10	1,120
Total	11	1,260

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each.	Average life of each in years.	Number equipped with patent brake.	Number equipped with patent coupler
Locomotives, & drivers.	2	\$9,400	55,000	18	2	.....
First class passenger cars	2	\$8,000	22,000	16	2	2
Baggage, mail and express cars.	2	1,500	19,000	16	2	2
Total	4	.....	.....	.....	4	4
Service cars.	4	35	400	9	.....	.....

Westinghouse automatic air brake and Miller car coupler used on passenger cars, ordinary link and pin and ordinary hand brake on freight cars.
Stub switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.	\$7,000
Highway crossings at grade without protection.	5

Trains run only during summer months; cars are lighted by oil lamps (mineral sperm oil) and ventilated by deck roof and over-door ventilators.

The American Express Company runs over this line; rates adjusted from time to time.

The compensation for transportation of mails over this road is \$316.35 per annum, being \$42.75 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.	88	7.39
Grain	172	15.33
Meats and provisions.	127	11.32
Lumber	20	1.78
Pig and bar iron and steel	8	.27
Coal and coke.	220	19.81
Petroleum and other oils.	42	3.74
Manufactures	25	2.23
All other merchandise.	211	18.80
All other agricultural products.	30	2.68
All other articles not included above	189	16.85
Total	1,122	100

EMPLOYEES.

Average number of persons employed (including officials) during year 28
 Aggregate amount of salaries and wages paid them during year \$5,438 68

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS CORNELL.....	President.....	Rondout, N. Y.
ROBERT B. CARPENTER.....	Vice-President.....	New York city.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
S. G. DIMMICK.....	Treasurer and Secretary.....	Rondout, N. Y.
F. B. HIBBARD.....	General Freight and Pass. Agt..	Rondout, N. Y.
R. B. JONES.....	Auditor.....	Rondout, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOMAS CORNELL.....	Rondout, N. Y.
THOMAS H. TREMPER.....	Rondout, N. Y.
RICHARD G. TOWNSEND.....	Rondout, N. Y.
RICHARD B. JONES.....	Rondout, N. Y.
SAMUEL G. DIMMICK.....	Kingston, N. Y.
GEORGE HARDING.....	Philadelphia, Pa.
ROBERT B. CARPENTER.....	New York city.

Title of company, Kaaterskill Railroad Company.

General office at Rondout, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address S. G. Dimmick, Treasurer.

LACKAWANNA AND PITTSBURGH

REPORT OF COMPANY—SEE ALSO REPORT OF RECEIVER.

(Date of charter, June 1, 1883.)

For history of organization, see Report of 1885.

At a special term of the Supreme Court of the State of New York, held in the city of Buffalo, on the 8th day of December, 1884, Hon. Albert Haight, Justice of the Supreme Court, presiding, George D. Chapman, of Angelica, N. Y., was appointed Receiver of the Lackawanna and Pittsburgh Railroad Company, in an action wherein The People of the State of New York are plaintiffs, and the Lackawanna and Pittsburgh Railroad Company and The Mercantile Trust Company are defendants.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	\$70,000	\$3,500,000 00	30,000	\$1,500,000 00
Issued on account of construction..	.....	\$3,500,000 00	.....	\$500,000 00
Issued for Allegany Central stock....	.....	.....	.....	1,000,000 00
Total now outstanding.....	.....	\$3,500,000 00	.....	\$1,500,000 00

Grand total of common and preferred stock now outstanding..... \$5,000,000
 Number of stockholders..... 133

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Allegany Central first mortgage.....	Jan. 1, 1881	..	6	Jan. & July	\$600,000 00	\$281,000 00
Allegany Central second mortgage.....	Sept. 1, 1882	..	6	M'ch & Sept.	150,000 00	59,000 00
Allegany Central income mortgage (non-cumulative).....	.....	..	..	.....	300,000 00	36,000 00
*Lackawanna and Pittsburgh first mortgage.....	July 1, 1883	..	6	Jan. & July	2,000,000 00	1,642,000 00
Lackawanna and Pittsburgh income mortgage (non-cumulative).....	.....	..	..	.....	1,000,000 00	800,000 00
Total					\$4,050,000 00	\$2,818,000 00

COST OF ROAD AND EQUIPMENT.

Total cost of road	\$7,761,020 83
Total cost of equipment	279,038 19
Grand total cost of road and equipment up to September 30, 1886	\$8,040,059 02

NOTE—A large proportion of the equipment on hand at the date of the last annual report has been surrendered during the current year. The car trust notes issued by the company have not as yet been returned to them, neither has the amount of liability of the railroad company been adjusted or determined. The equipment account therefore stands at a much larger sum than the property on hand warrants.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$7,761,020 83
Cost of equipment	279,038 19
<i>Other permanent investments, as follows, viz.:</i>	
Lackawanna and Pittsburgh first mortgage bonds on hand	111,000 00
Allegany Central second mortgage bonds on hand	22,700 00
Lackawanna and Pittsburgh car trust bonds on hand	5,000 00
<i>Current assets, as follows, viz.:</i>	
Due by agents	2,381 11
Open accounts	42,291 16
Sundries	9,515 00
Profit and loss (deficiency)	521,792 89
	\$8,754,739 18

LIABILITIES.

Capital stock	\$500,000 00
Funded debt	2,818,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	326,568 00
Audited vouchers and pay-rolls	117,624 82
Open accounts	65,873 65
Loans and bills payable	107,799 28
Geo. D. Chapman, Receiver	29,269 06
Shop notes (Angelica Foundry and Machine Company)	15,300 00
Real estate mortgage	2,977 00
Car trust notes and other equipment obligations	271,827 42
	\$8,754,739 18

* Of this issue of bonds \$900,000 were set aside to take up Allegany Central first and second mortgage bonds at par and income bonds at 50 per cent.

DESCRIPTION OF ROAD.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Belfast Junction to Perkinsville, standard gauge, single track	41.11	.....	41.11
Branches or other roads, single track .....	.....	11.78	11.78
Main line, narrow gauge, Olean to Narrow Gauge Junction, near Angelica, single track	38.74	.....	38.74
Total single track	79.85	11.78	91.63
Sidings and turnouts on main line, standard gauge	8.55	.48	4.03
Sidings and turnouts on main line, narrow gauge	8.00	.....	3.00
Total sidings and turnouts	6.55	.48	7.03
Grand total of tracks, sidings and turnouts	86.40	12.26	98.66
Laid with steel rail, main line, standard gauge	41.11	11.78	56.44
Laid with steel rail, branches or other roads, narrow gauge	3.55	.....
Laid with iron rail, main line, narrow gauge	41.74	.....	42.22
Laid with iron rail, branches or other roads .....	.....	.48	

Weight of rails per yard, steel, maximum, 56 lbs., minimum, 40 lbs.; iron, maximum, 35 lbs., minimum, 30 lbs.; gauge of track, 4 feet 8½ inches and 3 feet; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To	Entire Length in New York State.	Miles laid with steel rail.
Swain's Branch, leased from Rochester, New York and Penn'vania. Railroad.	Swains	Nunda Junction	11.78	11.73

BRIDGES.	ENTIRE LINE, ALL IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridge	1	700
Wooden bridges	18	1,100
Wooden trestles	184	17,165
Total	153	18,965

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 4 drivers, standard gauge...	1	\$8,200	80,000	.....	.....
Locomotives, 6 drivers, narrow gauge...	2	10,500	56,000	.....	.....
Locomotive, 4 drivers, narrow gauge....	1	9,000	40,000	.....	.....
Total.....	4	.....	.....	.....	.....
First-class passenger car, stand. gauge...	1	.....	.....	.....	1
First-class passenger cars, nar. gauge...	4	.....	.....	3	4
Second-class passenger cars.	2	.....	.....	.....	2
Baggage, mail and express car.....	2	.....	.....	1	2
Excursion cars.....	4	.....	.....	.....	.....
Total.....	13	.....	.....	4	9
Box freight cars, narrow gauge.....	20	.....	.....	.....	.....
Stock freight cars, narrow gauge.....	3	.....	.....	.....	.....
Coal freight gondolas.....	23	.....	.....	.....	.....
Flat freight cars.....	87	.....	.....	.....	.....
Flat freight cars, standard gauge.....	10	.....	.....	.....	.....
Caboose, 4-wheel cars, narrow gauge...	2	.....	.....	.....	.....
Total.....	145	.....	.....	.....	.....

Passenger trains are equipped with Westinghouse automatic brake and Miller patent coupler; freight cars have the ordinary link and pin connection and common brake.

Lorenz stub switches used on all standard gauge line except in yards, where stub switches are used; stub switches used only on the narrow gauge.

MISCELLANEOUS STATISTICS.

Entire line all
in N. Y. State.

Cost of real estate now held by company, exclusive of that used in operation.....	\$30,357 00-
Total assessed value of real estate and personal property of company.....	203,008 00
Railroads crossing road at grade.....	3
Railroads crossing road over or under grade.....	3
Highway crossings at grade without protection.....	89
Highway crossings at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	8
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by coal stoves, lighted by oil lamps, and ventilated by elevated deck.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. D. CHAPMAN.....	President and Receiver.....	Angelica, N. Y.
FRANK S. SMITH.....	First Vice-President and General Counsel.....	Angelica, N. Y.
FRANK JENKINS.....	Second Vice-President.....	New York city.
CHAS. E. KIMBALL.....	Secretary and Treasurer.....	New York city.
M. S. BLAIR.....	Auditor and Assistant treasurer....	Angelica, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ARCHER N. MARTIN	Summit, N. J.
GEO. D. CHAPMAN	Angelica, N. Y.
FRANK JENKINS	New York city.
CLINTON R. WERDEN	Providence, R. I.
CHAS. E. KIMBALL	New York city.
OLIVER WATSON	New York city.
A. W. MINER	Friendship, N. Y.
M. S. BLAIR	Angelica, N. Y.
J. NELSON BORLAND, JR.	New York city.
SILAS H. WITHERBEE	New York city.
FRANK S. SMITH	Angelica, N. Y.

Title of company, Lackawanna and Pittsburgh Railroad Company.

General office at Angelica, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address M. S. Blair, Auditor and Assistant Treasurer.

LACKAWANNA AND PITTSBURGH

REPORT OF GEO. D. CHAPMAN, RECEIVER — SEE ALSO REPORT OF COMPANY.

(Date of charter, June 1, 1888.)

On the 8th day of December, 1884, in pursuance to an order of the Supreme Court of the State of New York, in an action wherein The People of the State of New York are plaintiffs, and the Lackawanna and Pittsburgh Railroad Company, and The Mercantile Trust Company are defendants, the railroad and property of the Lackawanna and Pittsburgh Railroad Company was transferred to George D. Chapman.

COST OF ROAD AND EQUIPMENT.

<i>ROAD.</i>	<i>Total cost up to Sept. 30, 1886.</i>
Total cost of road.....	\$4,476 29
<i>EQUIPMENT.</i>	
Locomotives Nos. 21, 32 and 43, cash payments on account of purchase of same	4,635 50
Grand total of expenditures by Receiver, account of cost of road and equipment.....	\$9,111 79

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

The Receiver has purchased during the current year three locomotives, on which the cash payments have aggregated

\$4,635 50

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$50,942 92
Less operating expenses (excluding all taxes).....	69,404 86
Loss from operation	\$18,461 94
<i>Income from other sources, as follows, viz.:</i>	
Rents	602 50
Deficit from all sources	\$17,859 44
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$3,320 98
Taxes on earnings	224 36
Interest, temporary account, to be closed into interest account on Receiver's certificates.....	2,829 00
	6,874 34
Deficit for year ending September 30, 1886	\$24,733 79

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$24,733 78
Deficit up to September 30, 1885	42,072 63
Total deficit September 30, 1886	\$66,806 41

DETAILED STATEMENT OF RENTALS.

Hotel Lackawanna at Canaseraga, N. Y., title in F. S. Smith, trustee — leased to Geo. M. Fox at an annual rental of	\$300 00
Five small houses and lots in the village of Canaseraga, N. Y., title in F. S. Smith, trustee — amount of rent received from same during the current year	302 50
Total amount of rentals deducted from loss, as shown	\$602 50

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$20,634 90	\$20,634 90
Passengers.....	\$19,084 51		19,084 51
Mail	708 80		708 80
Express.....	6,594 17		6,594 17
<i>Miscellaneous, as follows, viz.:</i>			
Car service.....		3,884 43	3,884 43
Other sources.....		86 11	86 11
Total gross earnings.....	\$26,387 48	\$24,555 44	\$50,942 92

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$6,130 94	\$5,524 85	\$11,655 79
Iron rails laid, cost \$282.78.			
Repairs of roadbed	137 85	124 23	262 08
Repairs of bridges (including culverts and cattle-guards)	1,382 94	1,246 23	2,629 17
Repairs of stations	8 50	11 98	15 48
Repairs of fences.....	88 24	79 52	167 76
Other expenses for maintenance of way and structures.....	582 88	525 25	1,108 13
Total	\$8,326 85	\$7,512 06	\$15,838 41
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$2,168 94	\$2,382 71	\$4,551 65
Repairs of cars.....	780 13	1,350 56	2,130 69
Repairs of machinery and tools.....	29 15	26 27	55 42
Other expenses for maintenance of equip- ment	1,195 73	1,216 30	2,412 03
Total	\$4,173 95	\$4,975 84	\$9,149 79
<i>Conducting transportation:</i>			
Wages of conductors and men	\$3,100 34	\$2,885 33	\$5,985 67
Wages of engineers and firemen.....	2,590 00	2,668 25	5,253 25
Fuel for locomotives.....	3,323 76	2,940 87	6,264 63
Oil and waste	497 68	371 45	869 13
Water supply	321 89	290 07	611 96
Other train supplies or expenses	16 91	8 22	25 13
Wages of station agents and clerks.....	1,543 57	1,979 54	3,523 11
Wages for labor at stations	69 52	776 79	846 31
Wages of watchmen, flagmen and switchmen,	506 91	456 79	963 70
Other expenses for conducting transportation	1,030 01	807 08	1,837 09
Total	\$13,000 59	\$13,179 39	\$26,179 98

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$5,726 60	\$5,212 11	\$10,938 71
General office expenses and supplies	419 59	378 11	797 70
Stationery and printing	357 05	346 78	703 78
Outside agencies and advertising	45 88	.....	45 88
Legal expenses	1,380 82	1,244 33	2,625 15
Loss and damage of freight and baggage .....	.....	85 01	35 01
Damage to cattle and property	144 41	378 69	523 10
Injuries to persons .....	.....	69 50	69 50
Telegraph maintenance and operation	623 01	624 88	1,247 39
Mileage of cars of other companies (debit balances)	527 58	.....	527 58
Other general expenses	380 50	342 88	723 33
Total	\$9,604 94	\$8,681 74	\$18,286 68
Grand total operating expenses	\$85,105 88	\$84,299 08	\$69,404 86

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$4,476 29
Cost of equipment	4,635 50
<i>Current assets, as follows, viz.:</i>	
Bills receivable	17,890 57
Due by agents	2,744 21
Open accounts	36,779 40
Materials and supplies	20,715 13
Sundries	716 79
Profit and loss (deficiency)	66,806 41
	\$154,764 30
LIABILITIES.	
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	\$47,524 45
Open accounts	18,419 18
Loans and bills payable	1,258 34
Receiver's certificates	86,500 00
Cash deficiency (overdraft)	1,062 33
	\$154,764 30

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	60,048
Number of passengers carried one mile	640,140
Number of tons of freight carried	28,437
Number of tons of freight carried one mile	751,289
Passenger train mileage	52,380
Freight train mileage	40,792
Total train mileage	93,172

ITEM.	Earnings.	Expenses.	Deficit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$26,887 48	\$35,105 88	\$8,718 35
Average per passenger carried	439	554	145
Average per passenger per mile	0416	0548	0132
Average per passenger train per mile	5038	67	1662
Freight earnings and expenses (including miscellaneous earnings)	24,555 44	34,299 08	9,743 59
Average per ton of freight carried	863	1 206	848
Average per ton of freight per mile	03268	04568	01297
Average per freight train per mile	6009	8408	2309

ITEM.	Local cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	2.98
Average rate received per mile per ton for carrying freight, all classes	*3.268

MISCELLANEOUS STATISTICS.

The American Express Company ran over this line to May 15, 1886, at first class freight rates from and to terminal points, and one-half the same rates between all other points. Since May 15, the United States Express Company has occupied the road under contract.

One Pullman's Sleeping Car is run each way daily between Wayland and Olean, over the tracks of the Buffalo, New York and Philadelphia Railroad Company, between Belfast Junction and Olean by virtue of special contract with that company; this car commenced running May 15, 1886, at the contract rate of three cents per mile.

Five hundred and twenty-seven dollars and fifty-seven cents is per year paid to Pullman's Palace Car Co.

Compensation for transportation of mails, is based on the weight of mails carried.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour and grain	8,855,911	6.80
Meats and provisions	186,080	.33
Live stock	132,000	.24
Lumber	17,976,749	31.64
Pig and bar iron, steel, wood and bark	18,009,400	22.88
Coal and coke	7,022,519	12.36
Petroleum and other oils	559,023	.98
Manufactures	4,555,008	8.01
All other merchandise	2,286,866	3.93
All other agricultural products	5,054,506	8.90
All other articles not included above	2,285,317	3.93
Total	56,873,374	100

NUMBER OF ACCIDENTS.

Employees killed	1
------------------------	---

EMPLOYEES.

Average number of persons employed (including officials) during year	122
Aggregate amount of salaries and wages paid them, during year	\$41,666 16

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
GEO. D. CHAPMAN	Receiver	Angelica, N. Y.
WM. H. BADGER	General Superintendent	Angelica, N. Y.
M. S. BLAIR	Auditor and Assistant Treasurer	Angelica, N. Y.

*Should be 2.75 — R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

Title of company, Lackawanna and Pittsburgh Railroad Company.

General office at Angelica, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address M. S. Blair, Auditor and Asst. Treas.

LACKAWANNA AND SUSQUEHANNA.

BUILT AND OWNED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

Operation, earnings and expenses are included in the lessee's report for the Albany and Susquehanna Railroad.

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Grading and masonry and ballast		\$479,272 21
Bridges		50,849 05
Superstructure (including ties) and rails		363,531 14
Land and land damages		86,464 53
Passenger and freight stations		19,364 53
Engine and car houses		2,182 81
Engineering expenses		19,273 88
Telegraph line		2,500 00
Total cost of road		\$1,022,938 15

	EQUIPMENT.	
Locomotives....		\$38,000 00
Passenger cars		6,840 00
Mail, baggage and express cars		5,000 00
Total cost of equipment		\$99,840 00

Grand total cost of road and equipment..... \$1,122,778 15

DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	8	<i>Feet.</i> 69	8	<i>Feet.</i> 285
Wooden bridges	8	554	9	600
Wooden trestles	5	801	6	355
Total	16	924	23	1,241

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	10	\$8,000	114,000	15	.....	.....
Locomotives, 4 drivers.....	1	8,000	90,000	15	1	.....
Total	11	.....	.....	.....	1	.....
First class passenger cars	2	\$3,400	44,700	20	2	2
Baggage, mail and express cars	2	2,500	47,400	20	2	2
Total.....	4	.....	.....	.....	4	4

Westinghouse air brake is used on passenger cars.

Split switches are used on main line and stub switches on sidings.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company.....	17.65	22.01
Stations, freight.....	4	5
Stations, passenger.....	4	6
Stations, fuel and water.....	1	2
Engine house	1	1
Total assessed value of real estate and personal property of company.....	.....	\$273,692
Length of steel rails laid during year in repairs, miles.....	.11	.11
Highway crossings at grade without protection.....	7	7

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ROBERT M. OLYPHANT.....	President.....	New York city.
LE GRAND B. CANNON.....	Vice-President.....	New York city.
HORACE G. YOUNG.....	Ass't Pres. and Gen. Man....	Albany, N. Y.
JAMES C. HART.....	Treasurer.....	New York city.
F. MURRAY OLYPHANT.....	Secretary.....	New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
ABIEL A. LOW.....	Brooklyn, N. Y.
JAMES M. HALSTED.....	New York city.
LE GRAND B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JOHN JACOB ASTOR.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ABRAHAM R. VAN NEST.....	New York city.
DAVID DOWS.....	New York city.
ROBERT M. OLYPHANT.....	New York city.
BENJAMIN H. BRISTOW.....	New York city.
JOHN A. STEWART.....	New York city.
FREDERIC BILLINGS.....	New York city.
R. SUYDAM GRANT.....	New York city.

Title of company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hart, Treasurer.

LAKE CHAMPLAIN AND MORIAH.

(Date of charter, December 4, 1867.)

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, and issued on account of construction and now outstanding	2,000	\$200,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Depreciation during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast		\$122,070 56
Bridges		32,914 86
Superstructure (including ties) and rails		83,709 99
Land	\$104 17	32,415 96
Land damages		
Fences		
Passenger and freight stations		4,670 91
Engine and car houses	186 19	38,047 25
Engineering expenses		5,690 00
Total cost of road	\$240 36	\$324,509 53
EQUIPMENT.		
Locomotives	\$801 00	\$41,802 00
Passenger cars		5,009 82
Freight and other cars	965 00	37,900 00
Total cost of equipment	\$1,766 00	\$34,711 82
Grand total cost of road and equipment	\$2,006 36	\$409,221 35

NOTE — The great cost of the road and equipment is due to the fact that the grades are very heavy, running as high as 250 feet to the mile and aggregating nearly 1,400 feet descent in 7.66 miles, nearly all the business is furnished by the iron ore mines of Mineville, when those mines are exhausted the use of the road must necessarily cease.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$84,879 79
Less operating expenses (excluding all taxes)	55,642 80
Net earnings from operation	\$29,236 99

<i>Income from other sources, as follows, viz.:</i>	
Interest and rents.....	\$1,119 57
Gross income from all sources.....	\$30,356 56
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$2,405 61
Taxes on earnings and capital stock.....	1,073 20
Taxes other than above.....	109 85
	3,588 66
Net income from all sources.....	\$26,767 90
<i>Payments from net income as follows, viz.:</i>	
Dividends declared, 10 per cent on stock.....	20,000 00
Surplus for year ending September 30, 1886.....	\$6,767 90

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$6,767 90
Surplus up to September 30, 1885.....	260,753 95
Increase of supplies.....	\$4,058 10
Decrease cost of road or equipment.....	2,006 86
	2,046 74
Total surplus September 30, 1886.....	\$269,568 59

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$84,819 42	\$84,819 42
Passengers, local.....	\$60 37		60 37
Total gross earnings.....	\$60 37	\$84,819 42	\$84,879 79

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>		Freight.
Repairs of track.....	}	\$8,177 30
Steel rails laid, 27 tons, cost, \$1,043.79.....		
Repairs of roadbed.....		
Repairs of bridges (including culverts and cattle-guards).....		59 09
Repairs of stations, shops, docks, etc.....		4,708 84
Repairs of fences.....		187 67
Total.....		\$13,132 90
<i>Maintenance of equipment:</i>		
Repairs of locomotives.....		\$4,319 98
Repairs of cars.....		1,543 53
Repairs of machinery and tools.....		304 79
Other expenses for maintenance of equipment.....		4,955 91
Total.....		\$11,124 21
<i>Conducting transportation:</i>		
Wages of conductors and men.....		\$4,896 05
Wages of engineers and firemen.....		5,596 43
Fuel for locomotives.....		14,014 22
Oil and waste.....		1,051 18
Water supply.....		69 88
Wages of station agents and clerks.....		1,675 00
Wages of watchmen, flagmen and switchmen.....		429 75
Other expenses for conducting transportation.....		420 40
Total.....		\$28,152 96

General expenses:

Salaries of general officers and clerks.....	\$1,500 00
General office expenses and supplies	136 66
Stationery and printing	11 20
Telegraph maintenance and operation	69 50
Other general expenses.....	1,515 87
Total	\$3,232 73
Grand total operating expenses	\$55,642 80

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$324,509 53
Cost of equipment.....	84,711 82
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$464 21
Due by agents	126 43
Open accounts	29,932 56
Materials and supplies.....	29,824 04
	60,247 24
	\$469,568 59
LIABILITIES.	
Capital stock.....	\$200,000 00
Profit and loss (surplus)	269,568 59
	\$469,568 59

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	183
Number of passengers carried one mile.....	1,408
Number of tons of freight carried.....	346,373
Number of tons of freight carried one mile.....	2,559,205
Freight train mileage.....	84,654
All other train mileage	35,840
Total train mileage.....	69,994
ITEM.	
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	*6.66
Average rate received per mile per ton for carrying freight, all classes	+24.50

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Total miles all in N. Y. State.
Main line from Port Henry, N. Y., to Mineville, N. Y., single track.....	7.66
Sidings and turnouts on main line	6.20
Grand total of tracks, sidings and turnouts.....	13.86
Laid with steel rail, main line.....	7.66

Average life of rails—steel, 13 to 20 years; average life of ties, 4 to 6 years; weight of rails per yard, steel, maximum, 60 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

*Should be 4.80 cents. } R. R. Commissioners.
 +Should be 3.31.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges.....	2	230
Wooden bridge.....	1	16
Total.....	3	246

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	4	\$11,750	96,000	10	.....	.....
Locomotives, 4 drivers.....	4	7,129	56,000	10	.....	.....
Total.....	8	.....	.....	.....	.....	.....
First-class passenger cars.....	1	\$4,634	26,880	.....	1	1
Second-class passenger cars.....	3	500	6,720	12	.....	.....
Total.....	4	.....	.....	.....	1	1
Box scraper.....	1	\$400	14,600	10	.....	.....
Coal freight cars.....	13	250	6,384	5	.....	.....
Flat freight cars.....	4	150	7,336	5	.....	.....
Service ore cars.....	187	250	6,590	6	.....	.....
Total.....	205	.....	.....	.....	.....	.....

First class passenger car has Westinghouse air brake and Miller's patent buffer platform and coupler; second class have hand-wheel brake and link coupler; freight cars, side brake and Tracy's bullnose and link coupler.

Target switch used on main line and lever switch on sidings.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by Northern New York Telephone Company.....	7.66
Stations, fuel and water.....	2
Engine houses.....	2
Machine and car shops.....	2
Total assessed value of real estate and personal property of company.....	\$204,200
Railroad crossing over or under grade.....	1
Highway crossings at grade without protection.....	6
Highway crossings over or under grade.....	4
Overhead obstructions less than 20 feet above track.....	2

Passenger cars are heated by steam heater and coal stoves, lighted by oil lamps, and ventilated by top side ventilators.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Lumber, wood and bark.....	3,775
Pig and bar iron and steel.....	21
Iron or other ores.....	318,735

	Tonnage.
Coal and coke.....	20,780
Petroleum and other oils.....	19
Manufactures.....	61
All other merchandise.....	98
Limestone.....	2,884
Total.....	24,842

EMPLOYERS.

Average number of persons employed (including officials) during year.....	56
Aggregate amount of salaries and wages paid them during year.....	\$26,810 40

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE R. SHERMAN.....	President.....	Port Henry, N. Y.
ALBERT TOWER.....	Treasurer.....	Poughkeepsie, N. Y.
FRANK S. WITHERBEE.....	Secretary.....	Port Henry, N. Y.
E. B. HEDDING.....	General Superintendent..	Port Henry, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE R. SHERMAN.....	Port Henry, N. Y.
SILAS H. WITHERBEE.....	New York city.
ALBERT TOWER.....	Poughkeepsie, N. Y.
HENRI M. BRAUN.....	New York city.
FRANK S. WITHERBEE.....	Port Henry, N. Y.
JAMES A. BURDEN.....	Troy, N. Y.

Title of company, Lake Champlain and Moriah Railroad Company.

General offices at Poughkeepsie, N. Y., and Port Henry, N. Y.

Date of close of fiscal year, September 30, 1886.

Date of stockholders' annual meeting, November 10.

For information concerning this report, address Albert Tower, Treasurer.

LAKE SHORE AND MICHIGAN SOUTHERN.

(Date of charter [Buffalo and State Line], April 12, 1848.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		GUARANTEED 10 PER CENT.		Cash realized on amount outstanding.
	No. of shares	Par value.	No. of shares	Par value.	
Authorized by consolidation.....	494,665	\$49,466,500	5,335	\$533,500	.....
Issued for actual cash on account of construction and now outstanding.....	494,665	49,466,500	5,335	533,500	\$50,000,000

Number of stockholders..... 4,273

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount outstanding.
			Rate.	When payable.	
Consolidated first mortgage sinking fund.....	July 1, 1870	30	p.c.	Jan. & July	\$15,940,000
Dividend bonds.....	Apr. 1, 1869	30	7	April & Oct.	1,356,000
Cleve., Painesville and Asht., 8d mt'ge	Oct. 1, 1867	25	7	April & Oct.	920,000
Buffalo and Erie mortgage.....	Apr. 1, 1868	30	7	April & Oct.	2,784,000
Consolidated second mortgage.....	Dec. 1, 1873	30	7	June & Dec.	24,692,000
Total funded debt of L. S. & M. S. Ry. Co. proper.....					\$45,692,000
Detroit, Monroe and Toledo first mortgage, guaranteed by L. S. & M. S. Ry. Co.....	Aug. 1, 1876	30	7	Feb. & Aug.	924,000
Kalamazoo and White Pigeon first mortgage.....	Sep. 1, 1869	21	7	Jan. & July	400,000
Schoolcraft and Three Rivers first mortgage.....	Oct. 1, 1867	20	8	Jan. & July	100,000
Kalamazoo and Schoolcraft first mortgage.....	Oct. 1, 1867	20	8	Jan. & July	100,000
Total.....					\$47,216,000

* COST OF ROAD AND EQUIPMENT.

Total cost of road.....	\$66,700,000
Total cost of equipment.....	17,800,000
Grand total cost of road and equipment.....	\$84,500,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$15,231,457 26
Less operating expenses (excluding all taxes).....	8,890,998 59
Net earnings from operation.....	\$6,340,458 67
<i>Income from other sources, as follows, viz.:</i>	
Interest and dividends.....	62,076 71
Gross income from all sources.....	\$6,402,535 38
<i>Deduction from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$3,841,398 49
Rentals.....	442,120 58
Taxes on property used in operation of road.....	478,534 03
Taxes on earnings and capital stock.....	88,183 04
	4,800,181 14
Net income from all sources.....	\$2,102,354 24
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on \$533,500 guaranteed stock.....	53,850 00
Surplus for year ending September 30, 1886.....	\$2,049,004 24

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$2,049,004 24
Surplus up to September 30, 1885.....	5,372,167 53
Total surplus September 30, 1886.....	\$7,421,171 77

DETAILED STATEMENT OF RENTALS.

Erie and Kalamazoo Railroad.....	\$30,000 00
Kalamazoo, Allegan and Grand Rapids Railroad.....	103,800 00
Detroit, Hillsdale and South-Western Railroad.....	54,500 00

* Details cannot be given as this is a consolidation of several original companies.

Fort Wayne and Jackson Railroad.....	\$127,527 88
Jamestown and Franklin Railroad.....	81,660 66
Mahoning Coal Company.....	94,632 04

Total amount of rentals deducted from income..... **\$442,120 68**

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$4,051,621 29		
Freight, local.....	5,748,486 89		
		\$9,800,107 68	\$9,800,107 68
Passengers, through.....	\$885,669 72		
Passengers, local.....	3,070,789 47		
	\$3,956,409 19		3,956,409 19
Mail.....	771,018 61		771,018 61
Express.....	861,868 18		861,868 18
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	\$46,247 85		
Extra baggage.....	49,740 04		
Other.....	107,822 26		
	95,987 89	246,565 71	342,553 60
Total gross earnings.....	\$5,184,788 87	\$10,046,678 89	\$15,231,457 26

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Steel, rails laid.....	\$70,877 70	\$123,500 27	\$193,877 97
Repairs of roadbed.....	819,238 18	560,205 78	879,443 91
Repairs of bridges (including culverts and cattle-guards).....	50,222 28	88,181 11	138,853 39
Repairs of stations, shops, docks, etc.....	92,708 28	179,632 96	272,836 19
Repairs of fences.....	29,565 18	57,288 95	86,854 08
Other expenses for maintenance of way and structures.....	116,324 38	203,952 98	320,177 36
Total.....	\$678,830 85	\$1,212,712 05	\$1,891,042 90
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$216,208 04	\$379,897 62	\$595,600 66
Repairs of cars.....	171,247 50	572,681 71	743,879 21
Total.....	\$387,450 54	\$952,029 33	\$1,339,479 87
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$221,203 68	\$435,900 06	\$656,403 74
Wages of engineers and firemen.....	322,765 95	566,896 45	889,162 40
Fuel for locomotives.....	216,715 29	380,296 54	597,011 83
Oil and waste.....	21,822 74	38,295 01	60,117 75
Water supply.....	16,774 63	29,436 46	46,211 09
Other train supplies or expenses.....	17,904 18	3,556 90	21,461 08
Wages of station agents and clerks.....	622,064 07	1,205,886 19	1,827,450 26
Station supplies.....	20,226 14	39,192 61	59,418 75
Total.....	\$1,459,476 68	\$2,697,760 22	\$4,157,236 90
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$108,211 76	\$209,684 13	\$317,895 89
Contingencies.....	28,823 05	55,833 23	84,656 27
Stationery and printing.....	20,741 25	40,190 76	60,932 01
Outside agencies and advertising.....	77,160 25	110,541 81	187,702 06
Legal expenses.....	13,799 87	26,740 81	40,540 18
Loss and damage of freight and baggage.....	9,768 91	18,929 43	28,698 34
Damage to cattle and property.....	7,919 23	13,896 85	21,816 08

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
Injuries to persons.....	\$9,919 67	\$19,221 54	\$29,141 21
Telegraph maintenance and operation.....	107,826 09	189,215 50	297,041 59
Mileage of cars of other companies (debit balance).....	19,523 96	328,460 29	347,984 25
Rents payable.....	21,707 76	65,123 28	86,831 04
Total	\$425,401 80	\$1,077,837 12	\$1,503,238 92
Grand total operating expenses	\$2,950,659 87	\$5,940,338 72	\$8,890,998 59

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$66,700,000 00
Cost of equipment	17,800,000 00
<i>Other permanent investments, as follows, vis.:</i>	
Stock and bonds of other companies	13,574,768 82
Detroit, Monroe & Toledo Railroad	\$1,881,600 00
Northern Central Michigan Railroad	1,657,000 00
Kalamazoo and White Pigeon	610,000 00
Jamestown & Franklin.....	1,189,868 97
General office property, etc.....	365,779 61
Miscellaneous.....	3,856 00
	4,907,104 58
<i>Current assets, as follows, vis.:</i>	
Cash on hand	\$1,785,060 11
Due by agents.....	113,150 85
Open accounts.....	691,911 05
Materials and supplies	617,904 69
	3,158,026 70
	\$105,639,900 10

LIABILITIES.

Capital stock	\$50,000,000 00
Funded debt.....	47,216,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued.....	597,926 33
Audited vouchers and pay-rolls.....	1,002,723 33
Profit and loss (surplus).....	*6,823,243 44
	\$105,639,900 10

TRAFFIC AND MILEAGE STATISTICS

Item.	Through.	Local.	Total.
Number of passengers carried.....	94,091	3,678,724	3,772,815
Number of passengers carried one mile.....	50,809,140	145,204,724	196,013,864
Number of tons of freight carried.....	2,803,319	5,262,172	8,065,491
Number of tons of freight carried one mile	736,693,487	815,004,096	1,551,697,583
Passenger train mileage.....			3,445,307
Freight train mileage			6,022,975
All other train mileage.....			4,763,259
Total train mileage			14,231,541

* Differs from surplus shown in general income account by \$597,926.33; amount of interest on funded debt due and accrued entered above as a liability under that head.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$5,184,783 87	\$2,950,659 87	\$2,234,124 00
Average per passenger carried	1 37	78	59
Average per passenger per mile	0264	0151	0113
Average per passenger train per mile	1 50	85	65
Freight earnings and expenses (including miscellaneous earnings)	10,046,678 89	5,940,388 72	4,106,284 67
Average per ton of freight carried	1 24	78	51
Average per ton of freight per mile	0647	0882	0265
Average per freight train per mile	1 66	98	68

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, first class	1.71	2.24	2.06
Average rate received per mile for carrying passengers, second class	1.50	1.74	1.66
Average rate received per mile for carrying passengers, all classes	1.655	2.361	2.018
Average rate received per mile per ton for carrying freight, all classes .....	.550	.686	.621

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased, all outside N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Buffalo to Chicago, via Norwalk and Adrian, single track	69.50	540.49	.....	69.50	540.49
Branches or other roads, single track	1.50	484.45	315.41	1.50	799.86
Total single track	71	1024.94	315.41	71	1340.35
Second track on main line	69.50	249.13	.....	69.50	249.13
Second track on branches or other roads .....	.....	17.11	.....	.....	17.11
Total second track	69.50	266.24	.....	69.50	266.24
Sidings and turnouts on main line	42.15	355.75	.....	42.15	355.75
Sidings and turnouts on branches or other roads .....	.12	137.66	57.63	.12	195.29
Total sidings and turnouts	42.27	493.41	57.63	42.27	551.04
Grand total of tracks, sidings and turnouts ..	182.77	1784.59	373.04	182.77	2157.63
Laid with steel rail, main line	69.50	540.49	.....	69.50	540.49
Laid with steel rail, branches or other roads ..	.....	405.17	207.71	.....	612.83
Laid with iron rail, branches or other roads ..	1.50	79.28	107.70	1.50	186.93

Average life of ties, 9 years; weight of rails per yard, steel, maximum, 71 lbs., minimum, 52 lbs.; iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, gravel, slag and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Northern division.....	Elyria Junc't'n	Millbury Junc.	.....	72.95	Owned...	17.11	90.06	.....
Sandusky Pier.....	Via Sandusky Junction at Sandusky	Old depot, Sandusky	.....	3.72	Owned...	.....	3.72	.....
Ashtabula	Ashtabula Harbor	Jamestown	.....	38.31	Owned...	.....	38.31	.....
Jamestown & Franklin	Jamestown	Oil City	.....	50.91	Leased...	.....	50.91	.....
Mahoning Coal, with 4 short coal branches	Youngstown	Andover	.....	38.31	Leased...	.....	38.31	.....
Junction with D. A. Y. & P. R. R. at Dunkirk.....			.....	4.74	Leased...	.....	4.74	.....
Air Line	Air Line Junc.	Elkhart	1.50	1.50	Owned...	.....	1.50	.....
Det., Mon. & Toledo..	Air Line Junc.	Detroit	.....	130.83	Owned...	.....	130.83	.....
Jackson	Lenawee Junc.	Jackson	.....	62.36	Owned...	.....	62.36	.....
Monroe	Lenawee Junc.	Monroe	.....	41.98	Owned...	.....	32.04	9.94
Palmyra	Palmyra	Adrian	.....	29.37	Owned...	.....	20.89	8.48
Kalamazoo and White Pigeon	White Pigeon	Kalamazoo	.....	5.72	Owned...	.....	5.72	.....
Kalamazoo, A. and G. R.	Kalamazoo	Grand Rapids	.....	36.57	Owned...	.....	28.90	7.67
Detroit, Hillsdale and S. W.	Ypsilanti	Bankers	.....	58.42	Leased...	.....	38.14	20.28
Fl. Wayne & Jackson.	Fort Wayne	Jackson	.....	65.20	Leased...	.....	4.19	61.01
Northern Cent. Mich.	Jonesville	North Lansing	.....	97.83	Leased...	.....	76.16	21.67
			.....	61.14	Owned...	.....	15.17	45.97
Total.....			1.50	799.86	.. ..	17.11	629.99	186.98

BRIDGES.

	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Combination.....	.....	.....	1	305
Iron bridges.....	11	1,492	73	7,528
Wooden bridges.....	.....	.....	58	7,598
Wooden trestles	3	282	102	18,225
Total.....	14	1,774	234	33,656

EQUIPMENT.

	No. owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	71	\$9,000	120,000	.....	.....	.....
Locomotives, 4 drivers	456	9,000	115,000	15	.....	.....
Total	527	.....	.....	.....	488	.....
First-class passenger cars	138	\$4,000	44,850	15	138	138
Second-class passenger cars	59	2,500	38,500	15	59	59
Baggage, mail and express cars	105	2,300	49,350	15	105	105
Total	302	.....	.....	.....	302	302

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

EQUIPMENT.	No. owned.	Average cost each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Box freight cars	10,003	\$400	22,600	15	.....	744
Stock freight cars	1,492	400	23,000	15	.....	.....
Coal freight cars	2,654	800	19,500	15	.....	.....
Flat freight cars	1,780	285	17,500	15	.....	.....
Caboose, 4-wheel cars	2	600	15,700	15	.....	.....
Caboose, 8-wheel cars	265	700	23,000	15	.....	.....
Service cars	147	350	10,000	15	.....	.....
Total	16,343	.....	.....	.....	.....	744

Westinghouse and Lander brake and Miller platform and coupler are used on cars.
 "Clarke" split switch is the standard for main track switches on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles	1,281	8,390
Total assessed value of real estate and personal property of company .....	.....	\$2,698,855
Length of steel rails laid during year in repairs, miles	26.90	101.39
Railroads crossing road at grade	2	64
Railroads crossing road over or under grade	2	11
Highway crossings at grade without protection	68	1,400
Highway crossings at grade protected by gates or flagmen ..	16	158
Highway crossings over or under grade	7	68
Overhead obstructions less than 20 feet above track	2	40

Passenger cars are heated by Baker heaters, lighted with kerosene and candles, and ventilated by receiving and exhausting ventilators.

The American Express Company runs over this line from Buffalo to Cleveland; pays \$168 per day for 24,000 pounds of through freight, and from ten cents to \$1.25 per pound for way. The United States Express Company runs over this line from Cleveland to Chicago; pays \$250 per day for 16,000 pounds of through freight, and from twenty-five cents to \$1.25 per 100 pounds for way.

The New York Central Sleeping Car Company runs its cars over this line; rates, 25 cents to \$1.50 for seats, \$1.50 to \$2 for berths, \$3 to \$4 for section.

Red, White and Midland Lines (co-operative) run over this line; railroads furnish the cars and pro rate expenses. Merchants' Despatch and Empire Line (stock companies) run over this line; railroads pay current rate of mileage, and allow commission for all freight secured by them.

Contract with the United States Government for transportation of mails at \$598,847.05 per annum, including fast mail train of postal cars on main line between Buffalo and Chicago.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	276,781	8.4
Grain	1,018,457	12.6
Meats and provisions	240,415	8
Live stock	429,972	5.7
Lumber and forest products	699,812	3.8
Pig, bloom and bar iron and steel	599,474	7.4

MISCELLANEOUS STATISTICS—(Continued).

ITEM.	Tonnage.	Per cent.
Iron or other ores.....	289,767	8.6
Coal and coke.....	1,759,952	21.8
Petroleum and other oils.....	408,680	5.1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	59,907	.7
All other manufactures.....	190,017	2.4
All other merchandise.....	427,018	5.3
All other agricultural products.....	340,589	4.2
All other articles not included above.....	1,829,700	16.5
Total.....	8,065,491	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	13	3	16
Others.....	4	11	15
Total.....	17	14	31

EMPLOYEES.

Average number of persons employed (including officials) during year..... 10,315
 Aggregate amount of salaries and wages paid them during year..... \$5,986,860 30

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WM. K. VANDERBILT.....	Chairman of Board.....	New York city.
JOHN NEWELL.....	President and General Manager.....	Cleveland, O.
E. D. WORCESTER.....	Vice-President, Secretary and Treas.....	New York city.
P. P. WRIGHT.....	General Superintendent.....	Cleveland, O.
L. H. CLARKE.....	Chief Engineer.....	Cleveland, O.
J. T. R. MCKAY.....	General Freight Agent.....	Cleveland, O.
E. C. LUCE.....	General Ticket Agent.....	Cleveland, O.
C. P. LELAND.....	Auditor.....	Cleveland, O.
L. C. HIGGINS.....	Purchasing Agent.....	Cleveland, O.
ASHLEY FOND.....	General Counsel.....	Detroit, Mich

DIRECTORS OF THE COMPANY.

Name.	Residence.
WILLIAM K. VANDERBILT.....	New York city.
CORNELIUS VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
JOHN E. BURRILL.....	New York city.
DARIUS O. MILLS.....	New York city.
EDWIN D. WORCESTER.....	New York city.
WILLIAM L. SCOTT.....	Erie, Penn.
CHAS. M. REED.....	Erie, Penn.
RASSELAS BROWN.....	Warren, Penn.
JOHN NEWELL.....	Cleveland, O.
JEPHIA H. WADE.....	Cleveland, O.
JOHN BEKOVEN.....	Chicago, Ill.

Title of company, Lake Shore and Michigan Southern Railway Company.

General office at Cleveland, O.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address C. P. Leland, Auditor.

LEBANON SPRINGS.

REPORT OF OWNERS FROM OCTOBER 1, 1885, TO MARCH 31, 1886, WHEN THE ROAD WAS TRANSFERRED TO THE NEW YORK, RUTLAND AND MONTREAL RAILWAY COMPANY.

On June 12, 1885, the franchises and property of the Lebanon Springs Railroad were sold by order of the court, for the benefit of the first mortgage bondholders to William Foster, Jr., trustee, and on August 31, 1885, possession was given to said William Foster, Jr., and R. W. Hazard of New York city, to whom the property was conveyed.

The above owners operated the road until March 31, 1886, when it was transferred to the New York, Rutland and Montreal Railway Company.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$43,665 51
Less operating expenses (excluding all taxes).....		41,295 47
Gross income from all sources.....		\$2,370 04
<i>Deductions from income, as follows, viz.:</i>		
Rentals.....	\$2,106 79	
Taxes on property used in operation of road.....	1,351 78	
		3,458 57
Deficit for six months ending March 31, 1886 ...		\$1,088 53

DETAILED STATEMENT OF RENTALS.

Terminal facilities at Chatham, N. Y., from New York and Harlem Railroad, being for use of yard and track, water supply and use of station.

Rent of facilities at Bennington, Vt., from Bennington and Rutland Railroad
being same as above

\$2,106 79

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$32,640 93	\$32,640 93
Passengers.....	\$8,602 10		
Mail	1,553 87		
Express	601 90		
<i>Miscellaneous, as follows, viz.:</i>			
Excess baggage	\$16 51		
Milk earnings	250 20		
	286 71		11,094 58
Total gross earnings.....	\$11,024 58	\$32,640 93	\$43,665 51

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of roadbed	\$3,171 61	\$6,343 21	\$9,514 82
Repairs of bridges (including culverts and cattle-guards).....	440 01	880 02	1,320 03
Repairs of stations, shops, docks, etc.....	191 23	382 46	573 69
Repairs of fences.....	20 58	41 08	61 60
Other expenses for maintenance of way and structures	108 83	216 67	325 00
Total	\$3,981 70	\$7,863 44	\$11,795 14
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$721 06	\$1,442 12	\$2,163 18
Repairs of cars	645 92	1,291 83	1,937 75
Other expenses for maintenance of equipment	156 45	312 91	469 36
Total	\$1,523 43	\$3,046 86	\$4,570 29

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$1,019 28	\$2,038 56	\$3,057 84
Wages of engineers and firemen.....	1,203 48	2,406 95	3,610 43
Fuel for locomotives.....	1,807 80	3,614 60	5,421 90
Oil and waste.....	100 73	201 45	302 18
Water supply.....	12 17	24 32	36 49
Other train supplies or expenses.....	288 66	577 30	865 96
Wages of station agents and clerks.....	1,467 29	2,934 57	4,401 86
Station supplies.....	162 09	324 19	486 28
Wages of watchmen, flagmen and switchmen.....	3 72	7 44	11 16
Other expenses for conducting transportation.....	215 97	431 94	647 91
Total.....	\$6,280 69	\$12,561 32	\$18,842 01
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$1,247 37	\$2,494 73	\$3,742 10
General office expenses and supplies.....	187 70	365 40	553 10
Stationery and printing.....	210 51	421 02	631 50
Outside agencies and advertising.....	9 31	18 63	27 93
Legal expenses.....	1 00	2 00	3 04
Telegraph maintenance and operation.....	3 52	7 03	10 55
Mileage of cars of other companies (debit balance).....	371 10	742 21	1,113 31
Other general expenses.....	2, 17	4 33	6 50
Total.....	\$2,032 68	\$4,055 35	\$6,088 03
Grand total operating expenses.....	\$13,768 50	\$27,526 97	\$41,295 47

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Current assets, as follows, viz.:

Cash on hand.....	\$6,767 96	
Due by agents.....	369 47	
Open accounts.....	3,294 64	\$10,432 07
Profit and loss (deficiency)		1,088 53
		\$11,520 60

LIABILITIES.

Current liabilities, as follows, viz.:

Audited vouchers and pay rolls	\$7,995 99
Open accounts	3,524 61
	\$11,520 60

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried.....	3,095	22,030	25,125
Number of passengers carried one mile.....	52,750	270,785	323,535
Number of tons of freight carried.....	9,040	12,570	21,610
Number of tons of freight carried one mile.....	298,365	334,995	633,360
Total train mileage, mixed			56,400

REPORT OF THE RAILROAD COMMISSIONERS.

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$11,024 58	\$18,768 50	\$3,743 92
Average per passenger carried.....	4308	5480	1177
Average per passenger per mile.....	0847	0425	0078
Average per passenger train per mile.....	*6246	*7650	*1404
Freight earnings and expenses (including miscellaneous earnings).....	82,640 98	27,526 97	Profit. 5,113 96
Average per ton of freight carried.....	1 51	1 274	336
Average per ton of freight per mile.....	0515	0435	008
Average per freight train per mile.....	*18 56	*15 66	*2 90

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 1.62	Cents. 8	Cents. 2.68
Average rate received per mile per ton for carrying freight, all classes.....	2.44	2.88	5.15

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	741	2.6
Grain.....	917	3.3
Meats and provisions.....	78	.3
Live stock.....	15	.1
Lumber.....	2,463	8.8
Pig and bar iron and steel.....	475	1.8
Iron or other ores.....	221	.8
Coal and coke.....	9,244	29.8
Petroleum and other oils.....	45	.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	1,495	5.1
All other manufactures.....	1,936	7.2
All other merchandise.....	2,476	8.8
All other agricultural products.....	4,381	15.6
All other articles not included above.....	8,523	22.6
Total.....	27,990	100

EMPLOYEES.

Average number of persons employed (including officials) during year.....	130
Aggregate amount of salaries and wages paid them during year.....	\$4,530 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WM. V. REYNOLDS.....	Agent in Charge.....	Albany, N. Y.
W. C. VAN ALSTYNE.....	Manager.....	Albany, N. Y.
E. A. JACQUES.....	General Passenger Agent.....	Albany, N. Y.
JOSEPH CHILD.....	General Freight Agent.....	Albany, N. Y.

OWNERS OF THE ROAD.

Name.	Residence.
WM. FOSTER, JR.....	New York city.
R. N. HAZARD.....	New York city.

*Computations not correct, but published as reported.—R. R. Commissioners.

Title of company, Lebanon Springs Railroad Company.

General office at Albany, N. Y.

For information concerning this report, address R. J. Bestor, Auditor New York, Rutland and Montreal Railway, Bennington, Vt.

LEHIGH AND HUDSON RIVER.

(Date of charter, April 1, 1882.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	13,400	\$1,340,000
Number of stockholders		167

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage coupon, Warwick Valley Railroad	July 1, 1879	30	p.c. 6	April & Oct.	\$145,000	\$145,000
First mortgage coupon, Wawayanda Railroad	Jan. 1, 1880	20	6	Jan. & July	65,000	65,000
First mortgage coupon, Lehigh and Hudson River Ry.	July 1, 1881	30	6	Jan. & July	800,000	800,000
Second mortgage coupon, Warwick Valley Railroad	Dec. 1, 1881	30	6	April & Oct.	240,000	240,000
Second mortgage coupon, Lehigh and Hudson River R. R.	Jan. 1, 1884	25	6	April & Oct.	250,000	52,000
Total					\$1,500,000	\$1,302,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$1,217 10	\$2,158,345 43
Land damages	253 02	169,318 01
Passenger and freight stations	123 15	25,602 94
Engine and car houses	407 80	13,670 25
Engineering expenses	42 00	37,890 92
Telegraph line		5,111 00
Commissions, legal expenses, etc.	170 00	42,204 91
Total cost of road	\$2,813 16	\$2,452,173 46

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives.....	\$574 74	\$98,616 68
Passenger, mail, baggage and express cars.....		39,944 83
Freight and other cars.....	67,008 42	279,164 46
Total cost of equipment.....	\$67,581 16	\$412,725 67
Grand total cost of road and equipment.....	\$69,894 82	\$2,864,899 18

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Two hundred and three coal cars.....	\$67,000 00
Track scales and new sidings.....	1,217 10
Expenses for land damages and land.....	353 02
Material for engine house, etc.....	407 89
Expenses to engines, as brakes, water elevators, etc.....	574 74
Total.....	\$69,552 75

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$209,293 82
Less operating expenses (excluding all taxes).....	120,921 18
Gross income from all sources.....	\$88,372 64
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$80,923 08
Taxes on property used in operation of road.....	
Taxes on earnings and capital stock.....	6,379 80
Taxes other than above.....	
Interest on funding certificates.....	3,746 00
Interest on floating debt.....	6,659 63
	97,713 20
Deficit for year ending September 30, 1886.....	\$9,340 56

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$9,340 56
Deficit up to September 30, 1885.....	112,968 39
Total deficit September 30, 1886.....	\$122,293 95

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$171,869 94	\$171,869 94
Passengers, local.....	\$22,104 48		22,104 48
Mail.....	2,918 65		2,918 65
Express.....	1,370 82		1,370 82
<i>Miscellaneous, as follows, viz.:</i>			
Car service.....	\$11,228 66		
Sundries.....	801 27		
	308 81	11,226 62	11,529 93
Total gross earnings.....	\$26,697 26	\$182,596 56	\$209,293 82

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Trackage paid New York, Susquehanna and Western Railway Company	\$224 73	\$2,730 77	\$2,955 50
Repairs of track			
Steel rails laid, 514 tons, cost \$16,375.52..	4,357 48	24,691 99	29,049 40
New ties laid, 12,272, cost, \$5,584.65.....			
Repairs of roadbed			
Repairs of bridges (including culverts and cattle-guards)	309 32	1,752 79	2,062 11
Repairs of stations, shops, docks, etc.....	21 66	122 70	144 41
Repairs of fences	51 53	292 00	343 53
Other expenses for maintenance of way and structures	57 59	326 34	383 93
Total	\$5,022 24	\$29,916 64	\$34,938 88
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$722 07	\$4,091 76	\$4,813 83
Repairs of cars	988 27	5,600 21	6,588 48
Repairs of machinery and tools	44 59	252 69	297 28
Other expenses for maintenance of equipment	42 07	238 38	280 45
Total	\$1,797 00	\$10,183 04	\$11,960 04
<i>Conducting transportation :</i>			
Wages of conductors and men	\$1,584 57	\$8,695 87	\$10,280 44
Wages of engineers and firemen	1,238 12	7,016 04	8,254 16
Fuel for locomotives	8,217 88	18,234 55	21,452 43
Oil and waste	160 84	908 56	1,069 40
Water supply	25 85	143 62	168 97
Other train supplies or expenses	44 05	249 61	293 66
Wages of station agents and clerks	995 87	5,643 25	6,639 12
Wages for labor at stations	128 51	728 22	856 73
Station supplies	55 46	814 26	869 72
Wages of watchmen, flagmen and switchmen	173 10	980 90	1,154 00
Other expenses for conducting transportation	40 42	229 03	269 45
Total	\$7,613 67	\$43,143 91	\$50,757 58
<i>General expenses :</i>			
Salaries of general officers and clerks	\$1,993 83	\$11,295 56	\$13,288 89
General office expenses and supplies	63 43	359 44	422 87
Stationery and printing	123 91	702 13	826 04
Outside agencies and advertising	281 69		281 69
Legal expenses	7 94	45 01	52 95
Loss and damage of freight and baggage		69 70	69 70
Damage to cattle and property	27 52	155 98	183 50
Injuries to persons		198 70	198 70
Telegraph maintenance and operation	213 68	1,210 68	1,424 56
Mileage of cars of other companies (debit balance)	232 32	5,857 81	6,090 13
Other general expenses	60 82	844 63	405 45
Total	\$3,004 84	\$20,239 84	\$23,244 68
Grand total operating expenses	\$17,487 75	\$103,483 43	\$120,921 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$2,452,173 46
Cost of equipment	412,725 67

Current assets, as follows, vis.:

Cash on hand	\$14,089 22	
Due by agents	1,185 58	
Open accounts	14,025 88	
Materials and supplies	14,691 49	
		\$43,991 67
Profit and loss (deficiency)		122,298 95
		<u>\$86,290 62</u>

LIABILITIES.

Capital stock	\$1,340,000 00
Funded debt	1,302,000 00

Current liabilities, as follows, vis.:

Interest on funded debt due and accrued	\$100,875 00
Audited vouchers and pay rolls	82,490 42
Open accounts	18,869 27
Loans and bills payable	100,106 84
Car trust	142,359 72
	<u>889,189 75</u>
	<u>\$3,081,189 75</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried	88,669
Number of passengers carried one mile	910,278
Number of tons of freight carried	295,430
Number of tons of freight carried one mile	<u>12,484,918</u>

Passenger train mileage	22,080
Freight train mileage	<u>127,060</u>
Total train mileage	<u>149,090</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$26,697 26	\$17,437 75	\$9,259 51
Average per passenger carried	3010	1966	1044
Average per passenger per mile	0293	0191	0102
Average per passenger train per mile	1 2118	7916	4206
Freight earnings and expenses (including miscellaneous earnings)	182,596 56	103,488 43	79,118 13
Average per ton of freight carried	618	3502	2678
Average per ton of freight per mile	0146	0083	0063
Average per freight train per mile	1 437	814	633

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, first class	2.42
Average rate received per mile per ton for carrying freight, all classes	<u>1.37</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES, ALL OWNED.	
	Length in N. Y. State.	Entire length.
Main line from Greycourt to Belvidere, single track	15.10	63.20
Sidings and turnouts on main line	2.62	10.12
Grand total of tracks, sidings and turnouts.....	17.72	73.32
Laid with steel rail, main line.....	5.45	7.45
Laid with iron rail, main line.....	9.65	55.75

Weight of rails per yard — steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches, ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	6	<i>Feet</i> 323	17	<i>Feet</i> 811
Wooden bridge.....	1	28	1	23
Wooden trestles.....	1	54	9	1,838
Total	8	410	27	2,722

EQUIPMENT.	Total number owned.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, 6 drivers	3	32,000	.....	.....
Locomotives, 4 drivers.....	5	32,000	4	.....
Total	8	.....	4	.....
First class passenger cars.....	6	38,000	2	6
Baggage, mail and express cars.....	5	32,000	3	4
Total	11	.....	5	10
Box freight cars.....	14	.....	.....	.....
Milk cars.....	6	.....	6	6
Coal freight cars.....	452	.....	.....	.....
Flat freight car.....	10	.....	.....	.....
Four-wheel cars.....	19	.....	.....	.....
Service cars.....	1	.....	.....	.....
Total	502	.....	6	6

Vacuum and hand brakes and Miller car coupler used on passenger cars; hand brake and Hopkins' drawheads on freight cars.

Stub and split switches are used on road; replacing stub switches with split switches as rapidly as practicable.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles.....	5	58
Length of steel rails laid during the year in repairs.....	5.45	5.45
Railroads crossing road at grade.....		8
Railroad crossing road over or under grade.....		1
Highway crossings at grade without protection.....	22	65
Highway crossing at grade protected by gates or flagman..	1	1
Highway crossings over or under grade.....	1	5
Overhead obstruction less than 20 feet above track.....	6	6

Passenger cars heated by stoves, lighted by lamps and ventilated through doors and roof ventilators.

The United States Express and Erie Express Companies run over this line.

No sleeping, parlor or hotel cars run over this line.

No freight or transportation companies run over this line.

Receive from the United States Government for transportation of mails, \$46.43 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	1,926	.65
Grain.....	2,007	.71
Meats and provisions.....	814	.28
Live stock	297	.10
Lumber	7,659	2.59
Pig and bar iron and steel.....	4,377	1.48
Iron or other ores.....	113,180	37.97
Coal and coke.....	128,408	43.46
Petroleum and other oils.....	205	.07
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	463	.16
All other manufactures.....	7,827	2.65
All other merchandise.....	2,681	.91
All other agricultural products.....	22,008	7.45
All other articles not included above.....	4,488	1.53
Total	295,430	100

NUMBER OF ACCIDENTS.

Employees, killed..... 1

EMPLOYEES.

Average number of persons employed (including officials) during year..... 131
 Aggregate amount of salaries and wages paid them during year..... \$59,708 45

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
GRINNELL BURT.....	President.....	Warwick, N. Y.
JOSEPH S. HARRIS.....	Vice-President.....	
D. B. HALSTEAD.....	Secretary.....	New York city.
JOHN SATYER.....	Treasurer.....	Warwick, N. Y.
N. L. FURMAN.....	Superintendent.....	Warwick, N. Y.
E. M. REYNOLDS.....	Auditor.....	Warwick, N. Y.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residences.</i>
GRINNELL BURT	Warwick, N. Y.
JOHN S. MARTIN	New York city.
WILLIAM C. SHELDON	Brooklyn, N. Y.
GEORGE W. SANFORD	Warwick, N. Y.
G. A. HOBART	Paterson, N. J.
JAMES B. TITMAN	Sparta, N. J.
JOSEPH S. HARRIS	Philadelphia, Penn.
FREDERIC A. POTTS	Pittstown, N. J.
FRANCIS C. YARNALL	Philadelphia, Penn.
FRANCIS R. COPE	Philadelphia, Penn.
EDWARD W. CLARK	Philadelphia, Penn.
EDWARD LEWIS	Philadelphia, Penn.
W. ROCKHILL POTTS	New York city.

Title of company, Lehigh and Hudson River Railway Company.

General office at Warwick, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in December.

For information concerning this report, address E. M. Reynolds, Auditor.

LEHIGH VALLEY.

LESSOR.

LESSEE — PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

(Date of charter, March 23, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	5,000	\$500,000
Issued for actual cash	4,024	402,400
Number of stockholders		25

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast		\$258,406 47
Bridges		166,550 88
Superstructure (including ties) and rails	\$45,445 41	185,952 26

COST OF ROAD.—(Continued).

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Land, land damages and fences.....	\$25,575 54	\$1,535,690 40
Passenger and freight stations.....		4,325 94
Engine and car-houses.....		589 93
Engineering expenses.....	1,691 50	13,892 16
Wharfing, Tift farm canal.....		715,966 48
Expenses.....	1,025 54	2,097 42
Taxes.....		9,399 78
Retail coal trestle.....	159 52	13,714 89
Tift farm freight-house.....	12,544 32	12,544 32
Butler Coal Company pockets.....	7,002 07	7,002 07
Lumber Storage Company office.....	250 00	250 00
Total cost of road.....	\$93,693 90	\$2,925,882 50

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental from lessees.....	\$87,776 43
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GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$87,776 43
Surplus up to September 30, 1885.....	68,458 03
Total surplus September 30, 1886.....	\$156,234 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$2,925,882 50
Current assets, as follows, viz.:	
Cash on hand.....	4,462 94
Open accounts.....	6,711 81
Pennsylvania and New York Canal and Railroad Company.....	189,336 00
	\$3,126,393 25

LIABILITIES.

Capital stock.....	\$402,400 00
Current liabilities, as follows, viz.:	
Unfunded debt.....	2,567,758 74
Profit and loss (surplus).....	156,234 51
	\$3,126,393 25

DESCRIPTION OF ROAD.

TRACK.

Miles owned, all in N. Y. State.

Main line from Buffalo to Lancaster.....	12
Single track on main line.....	6.25
Second track on main line.....	4.50
Sidings and turnouts on main line.....	12.95
Grand total of tracks, sidings and turnouts.....	23.75
Laid with steel rail, main line.....	17.15
Laid with iron rail, main line.....	6.63

Weight of rails per yard—steel, maximum, 67 lbs., minimum, 58 lbs.; iron, 58 lbs.; gauge of track, 4 feet 8 $\frac{1}{4}$ inches.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	20	<i>Fet.</i> 2,410
Wooden trestle.....	.....	18,132
Total	20	15,542

Lorenz or split switch is used on main line.

MISCELLANEOUS STATISTICS.

Entire line all
in N. Y. State.

Railroad crossing road at grade	1
Railroads crossing road over or under grade.....	7
Highway crossings at grade without protection.....	3
Highway crossings at grade protected by gates or flagmen.....	5
Highway crossings over or under grade	18

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ELISHA P. WILBUR.....	President.....	Bethlehem, Pa.
ROBERT F. GOODMAN.....	Vice-President.....	Buffalo, N. Y.
PETER C. DOYLE.....	Secretary and Treasurer.....	Buffalo, N. Y.
WM. STEVENSON.....	General Superintendent.....	Sayre, Pa.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ELISHA P. WILBUR.....	Bethlehem, P.
ROBERT F. GOODMAN.....	Buffalo, N. Y.
WILSON S. BISSELL.....	Buffalo, N. Y.
MARSDEN DAVY.....	Buffalo, N. Y.
WILLIAM J. MORGAN.....	Buffalo, N. Y.
WILLIAM P. HENRY.....	Buffalo, N. Y.
JOSEPH B. HORTON.....	Buffalo, N. Y.
JOHN TAYLOR.....	Bethlehem, Pa.
WILLIAM STEVENSON.....	Sayre, Pa.
JNO. R. FANSHAW.....	Philadelphia, Pa.
CHAS. HARTSHORNE.....	Philadelphia, Pa.
FRED. MERCUR.....	Wilkes Barre, Pa.
PETER C. DOYLE.....	Buffalo, N. Y.

Title of company, Lehigh Valley Railway Company.

General office at Buffalo, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in March.

For information concerning this report, address Peter C. Doyle, Sec'y and Treas.

LOCKPORT AND BUFFALO.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, August 30, 1871.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	2,000	\$200,000	
Issued for actual cash	1,273	127,900	\$127,200

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	*INTEREST.		Amount authorized	Amount outstand- ing.
			Rate.	When payable.		
First mortgage	Oct. 1, 1877	20	7	1897	\$140,000	\$140,000
Second mortgage	Oct. 1, 1880	20	7	1900	30,000	30,000

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Grading, masonry and ballast	\$19,076 18
Bridges	10,376 28
Rails	147,138 53
Land damages	124,442 00
Engineering expenses	19,321 53
Other items	9,027 34
Total cost of road	\$329,381 81

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOS. T. FLAGLER	President	Lockport, N. Y.
JOSEPH A. WARD	Secretary and Treasurer	Lockport, N. Y.
JAMES JACKSON, JR.	Vice-President	Lockport, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOS. T. FLAGLER	Lockport, N. Y.
L. F. BOWEN	Lockport, N. Y.
JAS. JACKSON, JR.	Lockport, N. Y.
A. J. MANSFIELD	Lockport, N. Y.
JOHN HODGE	Lockport, N. Y.
W. W. TREVOR	Lockport, N. Y.

* Should state months when interest is payable. — R. B. Commissioners.

<i>Name.</i>	<i>Residence.</i>
WM. SPALDING	Lockport, N. Y.
WM. McRAE	Lockport, N. Y.
I. E. MERRITT	Lockport, N. Y.
WM. COCKER	Lockport, N. Y.
N. O. ALLEN	Lockport, N. Y.
JOHN LAMBERT	Lockport, N. Y.
J. CARL JACKSON	Lockport, N. Y.

Title of company, Lockport and Buffalo Railway Company.

General office at Lockport, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in July.

For information concerning this report, address Joseph A. Ward Secretary and Treasurer.

LONG BEACH MARINE.

New York, November 17, 1886.

To the Board of Railroad Commissioners, Albany, N. Y.:

GENTLEMEN—In lieu of the report required by law from the Long Beach Marine Railway Company, I beg to submit on behalf of the Long Island Railroad Company, now in possession, the following statement:

The Long Beach Marine Railway Company has long since abandoned the possession and control of the property, is utterly insolvent and possesses no resources of any sort. It has forfeited its right of way under the lease by which it is held. The tracks and equipment were surrendered in 1884 to the Long Beach Construction Company, limited, the owner of its entire issue (\$50,000) of first mortgage bonds, who were mortgagees in possession. The latter company also became insolvent and all its property, including the bonds of the Marine Railway Company, were sold at foreclosure sale and became vested in the Point Lookout Improvement Company, subject to a certain prior mortgage; the latter company in its turn became insolvent, after having operated, as mortgagee in possession, the line of railroad during the season of 1885.

The whole of the property of the Point Lookout Improvement Company, including the \$50,000 of bonds of the railway company were sold at foreclosure sale under the prior mortgage above referred to, in May last; the ownership of the bonds and the possession of the railway having passed to the Long Island Railroad Company. The railway is a mere incident to the hotel and cottage properties on Long Beach which had passed into the hands of a common owner, the Long Beach Hotel and Cottage Company, limited, and the continuance of the franchise of the railway company is no longer material to any one, and may be said to have been abandoned. The company has no officer or officers. The road was not operated last year, and there is no one to make a report. The Long Island Railroad Company's lien under its ownership of the bonds above mentioned vastly exceeds the value of the materials in the tracks and the machinery and equipment. Whether trains shall be run over these tracks in the future depends altogether upon some future arrangement between the Hotel Company and the Long Island Railroad Company.

Yours truly,

J. D. CAMPBELL,
General Counsel L. I. R. R.

LONG ISLAND.

(Date of charter, April 24, 1884.)

For history of organization, see Report of 1885.

In the year 1886, the Whitestone Extension, extending from Whitestone Depot to Whitestone Landing, .781 miles, was built and opened for business in August of same year.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash, and on account of construction and now outstanding.....	200,000	\$10,000,000
Number of stockholders.....		660

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Consolidated mortgage.....	July 1, 1881	50	p.c. 5	Jan., Apr., July, Oct.	\$5,000,000	\$3,430,000 00
First mortgage.....	May 1, 1883	30	7	May & Nov.	1,500,000	1,121,500 00
First mortgage Jamaica Extension.....	M'ch 5, 1880	30	7	May & Nov.	175,000	175,000 00
Second mortgage.....	July 5, 1878	40	7	Feb. & Aug.	1,500,000	268,905 93
Mortgages on real estate, various dates.....			5 & 7		238,000	238,000 00
Equipment certificates, various dates.....			7		200,000	60,000 00
Time loans, various dates.....			5		200,000	200,000 00
Total.....					\$8,813,000	\$5,498,205 93

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$4,720 04	.....
Superstructure (including ties).....	4,226 73	.....
Land.....	9,982 00	.....
Land damages.....	475 00	.....
Fences and gates.....	11,811 00	.....
Passenger and freight stations.....	12,143 15	.....
Fuel and water stations.....	8,439 04	.....
Flagmen's houses and safety signals.....	6,046 62	.....
Total cost of road.....	\$52,848 58	\$12,523,012 62
EQUIPMENT.		
Locomotives.....	\$51,009 86	.....
Passenger cars.....	11,694 82	.....
Mail, baggage and express cars.....	700 86	.....
Freight and other cars.....	40,281 07	.....
Barges, floats and tugs.....	4,300 53	.....
Total cost of equipment.....	\$107,886 64	\$1,669,636 32
Grand total cost of road and equipment.....		\$14,202,648 94

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Purchase of real estate, new side tracks, new stations and platforms, new fences and gates, filling in trestle work, new flagmen's houses and safety signals, new fuel and water stations, etc.	\$52,343 58
Five new locomotives and payment on equipment trust.	51,009 56
Passenger cars on equipment trust.	11,694 82
Mail, baggage and express cars on equipment trust.	700 86
One hundred new box cars on equipment trust.	40,281 07
Additions to steam lighter and floats.	4,200 53
Total	\$160,280 22

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$2,994,772 82
Less operating expenses (excluding all taxes)	1,788,415 53
Net earnings from operation	\$1,206,356 79
<i>Income from other sources, as follows, vis.:</i>	
Income on investments	\$111,841 01
Rentals	7,255 96
	119,096 97
Gross income from all sources	\$1,325,453 76
<i>Deductions from income, as follows, vis.:</i>	
Interest on funded debt due and accrued	\$312,385 40
Rentals	804,063 51
Taxes on property used in operation of road	54,448 39
Taxes on earnings and capital stock	29,461 61
Interest and discount	88,940 23
	740,249 14
Net income from all sources	\$585,204 62
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 4 per cent on \$10,000,000 stock	400,000 00
Surplus for year ending September 30, 1886	\$185,204 62

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$185,204 62
Surplus up to September 30, 1886	689,825 03
Total surplus September 30, 1886	\$824,529 65

DETAILED STATEMENT OF RENTALS.

Stewart's line	\$10,000 00
Long Island City and Flushing railroad	119,995 50
New York and Flushing railroad	9,000 00
Atlantic Avenue railroad	42,163 79
New York, Brooklyn and Manhattan Beach railway	95,980 00
New York and Rockaway railroad	18,147 50
Newton and Flushing railroad	17 60
Central Extension railroad	3,082 20
New York and Long Beach railroad	5,250 00
Cedarhurst railroad	427 02
Total amount of rentals deducted from income	\$304,063 51

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$798,817 34	\$798,817 34
Passengers, local	\$1,878,447 07		1,878,447 07
Mail	28,059 40		28,059 40
Express	267,098 60		267,098 60

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	\$8,777 68		
Parlor cars.....	10,808 53		
Wharfrage.....	4,773 75		
	\$19,581 16	\$4,773 75	\$24,354 91
Total gross earnings.....	\$2,191,181 23	\$803,591 09	\$2,994,772 32

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$147,294 88	\$22,009 51	\$169,304 39
Repairs of bridges (including culverts and cattle-guards).....	19,489 04	2,912 15	22,401 19
Repairs of stations, shops, docks, etc.....	39,302 21	5,872 74	45,174 95
Repairs of fences and gates.....	6,462 67	965 69	7,428 36
Other expenses for maintenance of way and structures	34,850 13	5,207 49	40,057 62
Total	\$247,398 43	\$36,967 58	\$284,366 01

<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$60,107 64	\$8,981 60	\$69,089 24
Repairs of cars.....	73,969 56	8,547 81	82,517 47
Repairs of machinery and tools.....	3,009 09	449 63	3,458 72
Other expenses for maintenance of equipment.....	48,818 21	7,294 67	56,112 88
Total	\$185,904 50	\$25,273 81	\$211,178 31

<i>Conducting transportation:</i>			
Wages of conductors and men	\$95,558 88	\$33,709 64	\$129,268 52
Wages of engineers and firemen	155,004 10	27,729 62	182,733 72
Fuel for locomotives	158,334 83	23,360 83	179,695 21
Oil and waste.....	10,392 03	1,552 88	11,944 86
Water supply	14,730 69	2,201 14	16,931 83
Other train supplies or expenses	14,089 92	2,106 89	16,206 81
Wages of station agents and clerks	89,202 85	18,329 16	107,532 01
Wages for labor at stations.....	.....	75,392 25	75,392 25
Station supplies.....	20,764 33	3,103 72	23,867 10
Wages of watchmen, flagmen and switchmen	123,042 27	18,365 63	141,427 90
Other expenses for conducting transportation	152,757 57	55,098 71	207,856 28
Total	\$881,887 02	\$255,969 17	\$1,037,856 19

<i>General expenses:</i>			
Salaries of general officers and clerks	\$65,601 27	\$9,802 49	\$75,403 76
General office expenses and supplies	6,112 63	912 33	7,026 01
Stationery and printing	13,938 40	2,082 75	16,021 15
Outside agencies and advertising	34,007 85	5,081 63	39,089 48
Legal expenses.....	20,202 92	3,018 83	23,221 75
Loss and damage of freight and baggage ...	250 19	544 34	794 53
Damage to cattle and property.....	2,823 44	421 89	3,245 33
Injuries to persons	24,187 08	.....	24,187 08
Telegraph maintenance and operation	3,359 77	502 03	3,861 80
Mileage of cars of other companies (debit balance) .....	.....	3,378 56	3,378 56
Other general expenses.....	7,643 45	1,142 12	8,785 57
Total	\$178,127 00	\$26,888 02	\$205,015 02
Grand total operating expenses.....	\$1,443,316 95	\$345,098 58	\$1,788,415 53

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$12,538, 012 62	
Cost of equipment	1, 669, 686 82	
<i>Other permanent investments, as follows, viz.:</i>		
Stock of other companies	\$1, 486, 800 00	
Bonds of other companies	911, 700 00	
	<u>\$2, 847, 000 00</u>	
At a cost of	\$1, 121, 682 79	
Express equipment	47, 580 01	
		1, 169, 212 80
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$123, 555 11	
Due by agents	48, 283 17	
Open accounts	1, 077, 306 08	
Materials and supplies	89, 484 48	
		<u>1, 288, 608 79</u>
		<u>\$16, 660, 470 53</u>

LIABILITIES.

Capital stock	\$10,000, 000 00	
Funded debt	5, 493, 205 93	
<i>Current liabilities, as follows, viz.:</i>		
Dividends unpaid	\$6, 525 00	
Audited vouchers and pay rolls	228, 576 57	
Open accounts	107, 633 38	
		842, 734 95
Profit and loss (surplus)		824, 529 65
		<u>\$16, 660, 470 53</u>

TRAFFIC AND MILEAGE STATISTICS.

	Total, all local.
Number of passengers carried	10, 458, 896
Number of passengers carried one mile	110, 487, 195
Number of tons of freight carried	499, 291
Number of tons of freight carried one mile	21, 642, 308
Passenger train mileage	2, 052, 573
Freight train mileage	311, 792
All other train mileage	31, 522
Total train mileage	<u>2, 395, 887</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$2,191, 181 28	\$1,448, 816 95	\$747, 864 28
Average per passenger carried	2095	1378	0717
Average per passenger per mile	0198	0187	0061
Average per passenger train per mile	1 07	70	37
Freight earnings and expenses (including miscellaneous earnings)	803, 591 09	345, 098 58	458, 492 51
Average per ton of freight carried	1 6095	6912	9188
Average per ton of freight per mile	0371	0159	0212
Average per freight train per mile	2 58	1 11	1 47

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	1.701
Average rate received per mile per ton for carrying freight, all classes	<u>3.691</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Long Island city to Greenport, single track	94.784	.....	94.784
Branches or other roads, single track	82.146	164.489	246.635
Total single track	176.930	164.489	341.419
Second track on main line	6.631	.....	6.631
Second track on branches or other roads	8.756	48.848	47.604
Total second track	10.387	48.848	54.235
Sidings and turnouts on main line	22.090	.....	22.090
Sidings and turnouts on branches or other roads	8.002	30.856	60.878
Total sidings and turnouts	30.092	30.856	60.878
Grand total of tracks, sidings and turnouts	217.389	239.193	456.532
Laid with steel rail, main line	101.415	.....	.....
Laid with steel rail, branches or other roads	79.419	201.961	382.795
Laid with iron rail, branches or other roads	6.483	6.876	12.859

Average life of ties, 5 years; weight of rails per yard — steel, maximum, 62½ lbs., minimum, 40 lbs.; iron, maximum, 56 lbs., minimum, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with sand and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire road all in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rails.	Miles laid with iron rails.
Creedmoor Branch.....	Hinsdale	Creedmoor	2.016	Owned...	.....	.....	2.016
Locust Valley Branch.....	Mineola	Locust Valley.....	10.461	Owned...	.....	10.461	.....
Hempstead Branch.....	Mineola	Hempstead Cross'g.....	1.250	Owned...	.....	.....	1.250
Northport Branch.....	Hicksville.....	Old Northport.....	15.072	Owned...	.....	13.541	1.531
Sax Harbor Branch.....	Manor	Sax Harbor.....	35.202	Owned...	.....	35.202	.....
Central Extension.....	Bethpage Junction.....	Babylon.....	8.156	Owned...	.....	6.856	.....
N. Y. and Long Beach.....	Pearl's	Long Beach.....	6.094	Owned...	1.028	7.122	.....
Cedarhurst Branch.....	Woodburgh	Cedarhurst	1.686	Owned...	.....	.....	1.686
Whitestone Extension.....	Whitestone	Whitestone Land'g.....	.781	Owned...	.....	.781	.....
N. Y. and Flushing.....	Long Island City.....	N. Y. and F. Junc.....	2.724	Owned...	2.724	5.458	.....
Brooklyn and Jamaica.....	Jamaica.....	Flatbush avenue.....	9.678	Leased...	9.678	19.356	.....
N. Y. and Rockaway.....	Rockaway Junction.....	Far Rockaway	8.912	Leased...	4.154	7.154	.....
Stewart.....	Hinsdale	Bethpage	14.830	Leased...	.....	14.830	.....
Stewart.....	Garden City.....	Hempstead	1.806	Leased...	.....	1.806	.....
Smithtown and Port Jefferson	Northport Junction.....	Port Jefferson.....	19.015	Leased...	.....	19.015	.....
Newtown and Flushing.....	Winfield Junction.....	Flushing Main st..	3.967	Leased...	.....	.....	.....
Brooklyn & Montauk.....	Bushwick	Eastport Junction.....	67.078	Leased...	8.484	75.562	.....
Hunters Point and So. Side	N. Y. and Flushing Junction.....	Fresh Pond.....	1.515	Leased...	1.515	3.030	.....
Far Rockaway Branch.....	Valley Stream	Neptune House.....	9.410	Leased...	.....	5.034	4.376
Long Island City and Flushing	Long Island City.....	Great Neck.....	14.060	Leased...	3.401	17.451	.....
Whitestone Branch.....	Whitestone Junc.....	Whitestone	4.000	Leased...	.....	4.000	.....
Woodside Branch.....	Woodside	Flushing, Bridge st.....	3.993	Leased...	.....	.....	.....
N. Y. Brooklyn and Manhattan Beach.....	Fresh Pond Junc.....	Manhattan Beach.....	12.387	Leased...	12.387	24.774	.....
Bay Ridge Branch.....	Bay Ridge.....	Manhattan Beach Junction	4.229	Leased...	4.229	6.458	2.000
Greenpoint Branch.....	Greenpoint	Cooper avenue.....	3.791	Leased...	.....	3.791	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	25	Feet. 2,191
Wooden bridges	45	540
Wooden trestles	58	8,482
Total	128	11,162

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with coupler.
Locomotives, 6 drivers	7	...	7	\$8,250	165,000	16½	7	7
Locomotives, 4 drivers	65	38	103	6,275	128,000	16½	102	102
Total	72	38	110	.....	.....	.....	109	109
First-class passenger cars	179	56	185	\$2,845	44,800	16½	185	185
Second-class passenger cars ..	19	1	20	1,595	24,600	16½	20	20
Open excursion cars	7	88	95	1,100	22,400	16½	95	95
Baggage, mail and express cars ..	14	5	19	1,470	34,000	16½	19	19
Total	169	150	319	.....	.....	.....	319	319
Box freight cars	316	23	339	\$400	28,100	16½	40	100
Gondola cars	345	66	411	345	17,000	16½	.....	.....
Tool car .....	.....	1	1	1,600	33,000	16½	1	.....
Derrick car	1	.....	1	1,300	60,000	16½	1	.....
Flat freight cars	10	.....	10	445	19,800	16½	10	.....
Produce cars	10	.....	10	630	.....	16½	10	10
Snow plows	8	.....	8	5,650	42,600	16½	.....	.....
Caboose 8-wheel cars	17	.....	17	600	37,000	16½	17	.....
Service cars	10	28	38	.....	19,000	16½	.....	.....
Total	712	116	828	.....	.....	.....	79	110

Vacuum brake and Miller car coupler are used on passenger cars; McKeen coupler used on freight cars.

Lorenz switches are used on about three-fourths of main line.

MISCELLANEOUS STATISTICS.

Item.	Entire line all in N. Y. State.
Road constructed and opened for business, if any, during the year	0.781
Total assessed value of real estate and personal property of company	\$1,321,805
Length of steel rails laid during year in repairs, miles	4
Railroads crossing road at grade	3
Railroads crossing over or under grade	4
Highway crossings at grade without protection	506
Highway crossings at grade protected by gates or flagmen	143
Highway crossings over or under grade	45
Overhead obstructions less than 20 feet above track	48

Passenger cars heated by Spears' car heaters, lighted by kerosene oil 800°, ventilated by natural appliance in clear story.
Company operates its own express.

The Woodruff Sleeping and Parlor Coach Company runs parlor cars over our line at 25 per cent of gross receipts.

Contract with the United States Government for transportation of mails: Total compensation, \$26,059.40; contract expires June 30, 1889.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	7,851	1.57
Grain.....	44,697	8.96
Meats and provisions.....	7,530	1.51
Live stock.....	3,349	0.67
Lumber.....	41,197	8.25
Pig and bar iron and steel, iron or other ores.....	2,359	0.47
Coal and coke.....	110,371	22.11
Petroleum and other oils.....	4,706	0.94
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	3,153	0.63
All other manufactures.....	18,986	3.80
All other merchandise.....	20,048	4.03
All other agricultural products.....	37,568	7.53
All other articles not included above.....	202,479	40.65
Total.....	499,292	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	24	6	30
Employees.....	90	7	97
Others.....	22	20	42
Total.....	136	33	169

EMPLOYEES.

Average number of persons employed (including officials) during year..... 2,244
 Aggregate amount of salaries and wages paid them, during year..... \$1,166,536 06

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
AUSTIN CORBIN.....	President.....	115 Broadway, New York city.
J. ROGERS MAXWELL.....	Vice-President.....	115 Broadway, New York city.
HENRY GRAVES.....	Treasurer.....	115 Broadway, New York city.
E. B. HINSDALE.....	Secretary.....	115 Broadway, New York city.
CHARLES BRUFF.....	Assistant Secretary..	115 Broadway, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
AUSTIN CORBIN.....	Philadelphia, Pa.
J. ROGERS MAXWELL.....	Brooklyn, N. Y.
HENRY GRAVES.....	Orange, N. J.
HENRY W. MAXWELL.....	Brooklyn, N. Y.
J. G. K. DUER.....	New York city.
EDWARD TUCK.....	New York city.
ALFRED SULLY.....	New York city.
DANIEL C. CORBIN.....	New York city.
FERD. N. PECK.....	Chicago, Ill.
JOHN P. TOWNSEND.....	New York city.
DEMAS BARNES.....	Brooklyn, N. Y.
JAMES D. CAMPBELL.....	New York city.
WILLIAM B. KENDALL.....	New York city.

Title of company, The Long Island Railroad Company.
 General offices at 115 Broadway, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Tuesday in April.
 For information concerning this report, address J. R. Maxwell, Vice-President.

LONG ISLAND CITY AND FLUSHING.

LESSOR.

LESSEE — LONG ISLAND.

(Date of charter, March 11, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and issued on reorganization and now outstanding	5,000	\$500,000 00
Number of stockholders		20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage	May 1, 1881	30	p.c. 6	May & Nov.	\$200,000	\$200,000
Income bonds .....	.....	50	6	January 1	350,000	312,000
New York and Flushing ..	March, 1880	40	6	Mar. & Sept.	25,000	25,000
Total .....	.....	..	.....	.....	\$975,000	\$937,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental received from leases	\$102,495 50
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$43,740 00
Taxes on earnings and capital stock	181 25
Interest and discount	1,800 00
Sundry expenses	16 90
	45,688 15
Surplus for year ending September 30, 1886	\$56,807 35

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$56,807 35
Surplus up to September 30, 1885	179,272 80
Total surplus September 30, 1886	\$236,080 15

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$1,595,621 04
Open accounts.....	77,459 11
	<hr/> \$1,673,080 15 <hr/>
LIABILITIES.	
Capital stock	\$500,000 00
Funded debt.....	937,000 00
Profit and loss (surplus).....	236,080 15
	<hr/> \$1,673,080 15 <hr/>

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.....	<hr/> \$144,120 <hr/>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ALFRED SULLY.....	President.....	115 Broadway, New York city.
HENRY GRAVES.....	Treasurer.....	115 Broad way New York city.
EDWARD E. SPRAGUE.....	Secretary.....	115 Broadway, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
AUSTIN CORBIN	Philadelphia, Pa.
J. ROGERS MAXWELL	Brooklyn, N. Y.
HENRY GRAVES.....	Orange, N. J.
HENRY W. MAXWELL	Brooklyn, N. Y.
ALFRED SULLY	New York city.
EDWARD E. SPRAGUE.....	Flushing, N. Y.
FREDERICK W. DUNTON	New York city.
*CHAS. KNOBLAUCH	New York city.
GILMAN S. MOULTON	New York city.
WILLIAM G. WHEELER	New York city.
CARL VICTOR.....	New York city.
THOS. F. WARD.....	New York city.
ELIEUR B. HINSDALE.....	New York city.

Title of company, The Long Island City and Flushing Railroad Company.

General office at 115 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday of April.

For information concerning this report, address Edward E. Sprague, Secretary.

* Deceased.

MAHOPAC FALLS.

345

MAHOPAC FALLS.

OPERATED BY NEW YORK CITY AND NORTHERN.

(Date of charter, March 8, 1884.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000	\$50,000

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Ballast and labor.....	\$1,298 28	\$20,105 15
Bridges		2,745 88
Superstructure (including ties), switches, etc.....	451 08	26,939 24
Rails	470 94	
Land		13,752 39
Fences	101 00	3,818 27
Passenger and freight stations.....	567 00	898 50
Fuel and water stations.....	500 00	500 00
Engineering expenses.....		3,151 58
Telegraph line.....		216 00
Expenses.....		278 17
Total cost of road.....	\$3,388 30	\$71,894 68

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$71,894 68
LIABILITIES.	
Capital stock.....	\$50,000 00
Open accounts	21,894 68
	\$71,894 68

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Mahopac Mines to Baldwin Place, single track.....	4.05
Sidings and turnouts on main line.....	.45
Grand total of tracks, sidings and turnouts.....	4.50

Laid with steel rail, main line..... 4.06

Weight of rails per yard, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone, cinders and gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles.....	2	Feet. 378

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM F. BUCKLEY.....	President.....	69 Wall street, New York city.
H. M. BRAEM.....	Treasurer.....	69 Wall street, New York city.
ARTHUR F. WENDT.....	Secretary.....	69 Wall street, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM F. BUCKLEY.....	New York city.
H. M. BRAEM.....	New York city.
ARTHUR F. WENDT.....	New York city.
WILLIAM F. BRIDGE.....	New York city.
CALVIN LITTLEFIELD.....	New York city.
HENRY N. BRINSMADE.....	New York city.
A. W. HUMPHREYS.....	Brooklyn, N. Y.

Title of company, Mahopac Falls Railroad Company.

General offices at 69 Wall street, New York city.

Date of stockholders' annual meeting, second Monday in March.

For information concerning this report, address Henri M. Braem, Treasurer.

MARINE.

(Date of charter, February 27, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and issued for actual cash, on account of construction and now outstanding.....	500	\$50,000

Number of stockholders..... 8

COST OF ROAD AND EQUIPMENT.

Total cost of road.....	\$69,486 18
Total cost of equipment.....	21,327 52
Grand total cost of road and equipment up to September 30, 1886.....	\$90,813 70

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$15,592 27
Less operating expenses (excluding all taxes).....	11,704 59
Gross income from all sources	\$3,887 68
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$3,586 00
Taxes on earnings and capital stock.....	301 68
	<u>3,887 68</u>

GENERAL INCOME ACCOUNT.

Total surplus September 30, 1886 same as for year ending Sept. 30, 1885....	<u>\$73,036 23</u>
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DETAILED STATEMENT OF RENTALS.

Manhattan Beach Improvement Company (limited)	<u>\$3,586 00</u>
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
Passengers, local.....	<u>\$15,592 27</u>

OPERATING EXPENSES.

<i>Main tenance of way and structures:</i>	
Repairs of track, roadbed and bridges (including culverts and cattle-guards)	\$104 60
Repairs of stations, shops, docks, etc	611 65
Other expenses for maintenance of way and structures.....	6 63
Total	<u>\$722 87</u>

<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$311 16
Repairs of cars	236 05
Total	<u>\$547 21</u>

<i>Conducting transportation:</i>	
Wages of conductors and men	\$463 41
Wages of engineers and firemen	1,050 20
Fuel for locomotives	987 99
Oil and waste	86 00
Other train supplies or expenses	24 94
Wages of station agents and clerks.....	505 76
Station supplies.....	450 05
Wages of watchmen, flagmen and switchmen.....	983 78
Total	<u>\$4,502 13</u>

<i>General expenses:</i>	
General office expenses and supplies	\$160 77
Outside agencies and advertising.....	1,814 82
Other general expenses.....	3,956 79
Total	<u>\$5,932 38</u>

Grand total operating expenses	<u>\$11,704 59</u>
--------------------------------------	--------------------

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$69,486 18
<i>Current assets, as follows, viz.:</i>	
Cost of equipment	21,327 52
Open accounts.....	88,042 68
	<u>\$178,856 38</u>

LIABILITIES.

Capital stock	\$50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	55,820 15
Profit and loss (surplus)	73,036 23
	<hr/> \$178,856 38

TRAFFIC AND MILEAGE STATISTICS.

	All local.
Number of passengers carried	623,691

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$15,592 27	\$11,704 59	\$3,887 68
Average per passenger carried	025	0187	0068

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Manhattan Beach to Brighton Beach, N. Y., single track ....	.326
Second track, main line .....	.326
Sidings and turnouts on main line .....	.636
Grand total of tracks, sidings and turnouts	1.688
Laid with steel rail, main line	1.652

Average life of ties, 8 years; weight of rails per yard—steel, 62½ lbs.; gauge of track, 4 feet 8½ inches.

BRIDGE.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestle	1	Feet, 1,794

EQUIPMENT.	No. owned.	Aggregate cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	2	\$7,050	64,200	16%	2	2
Open excursion cars	4	16,000	32,500	16%	4	4

Vacuum brakes and Miller car coupler are in use on cars.

Lorenz switches are used on entire line.

Open excursion cars are used and these are lighted by the Adams & Westlake kerosene centre lamp.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
AUSTIN CORBIN.....	President.....	115 Broadway, New York city.
J. R. MAXWELL.....	Vice-President.....	115 Broadway, New York city.
G. S. MOULTON.....	Secretary and Treasurer	115 Broadway, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
AUSTIN CORBIN.....	Philadelphia, Pa.
J. R. MAXWELL.....	Brooklyn, N. Y.
HENRY W. MAXWELL.....	Brooklyn, N. Y.
FREDERICK W. DUNTON.....	Hollis P. O., N. Y.
J. BAXTER UPHAM.....	Boston, Mass.
CHARLES L. FLINT.....	Boston, Mass.
GILMAN S. MOULTON.....	West Randolph, Vt.

Title of company, The Marine Railway Company.

General offices at Manhattan Beach, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address G. S. Moulton, Secretary and Treasurer.

MAYVILLE EXTENSION.

LESSOR.

LESSEES — BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, June 4, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Issued for actual cash	\$50,000
Number of stockholders	14

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ARCHER N. MARTIN.....	President.....	New York city.
CHAS. E. KIMBALL.....	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ARCHER N. MARTIN	New York city.
H. A. V. POST.....	New York city.
C. C. POMEROY.....	New York city.
CHAS. E. KIMBALL.....	New York city.
M. G. POST.....	New York city.
J. W. JONES.....	Philadelphia, Pa.
C. H. CLARK.....	Philadelphia, Pa.

Title of company, Mayville Extension Railroad Company.

General offices at New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

MIDDLEBURGH AND SCHOHARIE.

(Date of charter, May 8, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	1,000	\$100,000	.....
Issued for actual cash and now outstanding.	850	85,000	\$85,000
Number of stockholders			176

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.					
Mortgage bonds, first issue	1869	2	6	Feb. & Aug.	\$10,000	\$10,000	\$10,000	
Mortgage bonds, second issue ..	1870	2	6	April & Oct.	10,000	8,000	6,500	
Total.....	....	..	..	.....	\$20,000	\$18,000	\$16,500

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Passenger and freight stations		\$2,994 96
Engine and car houses		800 00
Shops, machinery and tools		75 00
Road built by contract		92,000 00
Total cost of road		\$95,169 96
EQUIPMENT.		
Locomotives		\$6,000 00
Passenger cars		1,450 00
Freight and other cars		75 00
Total cost of equipment		7,525 00
Grand total cost of road and equipment		\$102,694 96

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$8,303 82
Less operating expenses (excluding all taxes)		7,019 50
Gross income from all sources		\$1,284 32
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$1,080 00	
Taxes on property used in operation of road	351 61	
Taxes on earnings and capital stock	45 43	
Taxes other than above	24 04	
		1,501 08
Deficit for year ending September 30, 1886		\$216 76

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$216 78
Surplus up to September 30, 1885.....	189 70
Total deficit September 30, 1886	\$27 06

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$4,008 36	\$4,008 36
Passengers, through.....	\$3,250 50		3,250 50
Passengers, local.....	508 36		508 36
Mail	244 74		244 74
Express	296 86		296 86
Total gross earnings.....	\$4,295 46	\$4,008 36	\$8,303 82

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$218 25	\$212 25	\$425 50
Repairs of roadbed.....	1,162 10	1,162 10	2,324 20
Repairs of stations, shops, docks, etc	5 00	600 00	605 00
Repairs of fences.....	44 50	44 50	89 00
Total.....	\$1,424 85	\$2,018 85	\$3,443 70

Maintenance of equipment :

Repairs of locomotives	\$167 43	\$167 40	\$334 83
Repairs of cars.....	24 50		24 50
Repairs of machinery and tools	12 00	12 00	24 00
Total	\$203 93	\$179 40	\$383 33

Conducting transportation :

Wages of engineers and firemen	\$460 00	\$460 00	\$920 00
Fuel for locomotives.....	398 37	398 37	796 74
Oil and waste	86 80	86 80	173 60
Wages of station agents and clerks.....	300 00	300 00	600 00
Station supplies.....	87 50	87 50	175 00
Wages of watchmen, flagmen and switchmen	90 00	90 00	180 00
Total.....	\$1,367 17	\$1,367 17	\$2,734 34

General expenses :

Salaries of general officers and clerks.....	\$120 00	\$120 00	\$240 00
General office expenses and supplies.....	12 25	12 25	24 50
Stationery and printing.....	89 18	89 20	178 38
Mileage of cars of other companies (debit balance).....		79 00	79 00
Other general expenses.....	18 15	18 10	36 25
Total.....	\$189 58	\$268 55	\$458 13
Grand total operating expenses.....	\$3,185 53	\$3,833 97	\$7,019 50

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$95,169 96
Cost of equipment.....	7,525 00

Current assets, as follows, viz.:

Cash on hand.....	\$2,465 97	
Materials and supplies.....	250 00	
Profit and loss (deficiency)		\$2,715 97
		<u>27 06</u>
		<u>\$105,437 99</u>

LIABILITIES.

Capital stock.....	\$85,000 00
Funded debt.....	18,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	1,080 00
Audited vouchers and pay-rolls.....	895 07
Open accounts.....	462 92
	<u>\$105,437 99</u>

TRAFFIC AND MILEAGE STATISTICS.

	Total, all local.
Number of passengers carried	12,098
Number of passengers carried one mile.....	68,591
Number of tons of freight carried.....	4,625
Number of tons of freight carried one mile	26,495
*Total train mileage	<u>12,600</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$4,295 46	\$3,185 53	\$1,109 93
Average per passenger carried.....	85	26	09
Average per passenger per mile.....	06	045	015
Average per passenger train per mile.....	80	25	06
Freight earnings and expenses (including miscellaneous earnings).....	4,008 86	3,832 97	174 89
Average per ton of freight carried....	87	88	04

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	<u>5</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Middleburgh to Schoharie Court House, single track	5.75
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	<u>6.75</u>
Laid with steel rail, main line.....	1.6
Laid with iron rail, main line	<u>4.15</u>

Average life of rails — iron, 17 years; weight of rails per yard — steel, 56 lbs., iron, 45 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

* All trains are passenger trains; some are mixed.

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles	2	<i>Fest.</i> 100

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotive, two drivers	1	\$6,000	34,000
First-class passenger cars	1	.....	.....
Service cars	1	.....	.....

Chain brake, link and bolt coupler used on cars.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Total assessed value of real estate and personal property of company	\$29,600
Highway crossings at grade without protection	2

Passenger car is heated by stove, lighted by kerosene lamps and ventilated by ventilators in top of sides.

The National Express Company runs over this line; terms, 12 cents per 100 pounds over entire line.

Contract with United States Government for transportation of mails: \$68 59 per quarter year.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour	128
Grain	25
Meats and provisions	5
Lumber	70
Coal and coke	1,409
Manufactures	30
All other merchandise	2,450
All other agricultural products	275
All other articles not included above	238
Total	4,625

EMPLOYEES.

Average number of persons employed (including officials) during year	12
Aggregate amount of salaries and wages paid them during year	\$3,694 26

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
G. N. FRISBIE	President	Middleburgh, N. Y.
P. S. DANFORTH	Treasurer and Supt	Middleburgh, N. Y.
D. BENKMAN	Secretary	Middleburgh, N. Y.

* DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. N. FRISBIE	Middleburgh, N. Y.
P. S. DANFORTH	Middleburgh, N. Y.
WILLIAM H. ENGLE	Middleburgh, N. Y.
JACOB NEVILLE	Middleburgh, N. Y.
G. L. DANFORTH	Middleburgh, N. Y.
WILLIAM H. ALBRO	Middleburgh, N. Y.
A. J. FREEMYER	Middleburgh, N. Y.
D. BEEKMAN	Middleburgh, N. Y.
H. A. VROMAN	Middleburgh, N. Y.
G. W. DODGE	Middleburgh, N. Y.
W. E. THORNE	Middleburgh, N. Y.
NATHANIEL MANNING	Middleburgh, N. Y.
H. W. MATTICE	Fultonham, N. Y.

Title of company, Middleburgh and Schoharie Railroad Company.

General offices at Middleburgh, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Monday in March.

For information concerning this report, address P. S. Danforth, Treasurer.

MIDDLETOWN AND CRAWFORD.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$250,000	.....
Issued for actual cash and now outstanding.	2,444	122,200	\$122,200

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate	When payable.			
First mort. bonds.	April 1, 1871	20	p.c. 7	April & Oct.	\$70,000	\$66,000	\$66,000

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Grading, masonry and ballast	\$54,828 96
Bridges	1,030 15
Superstructure (including ties)	47,503 60

MIDDLETOWN AND CRAWFORD.

355

Rails	\$55,522 72
Land	8,989 16
Fences	9,788 00
Passenger and freight stations	5,858 85
Engine and car houses	3,817 08
Engineering expenses	6,223 87
Telegraph line	599 75
Total cost of road	\$198,110 64

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rentals one year	\$10,500 00
Rentals for one-fourth year not previously embraced in this report	2,625 00
	\$13,125 00
Less office expenses	129 15
	\$12,995 85
Gross income from all sources	
<i>Deductions from income, as follows, vis.:</i>	
Interest on funded debt due and accrued	\$2,310 00
Interest on funded debt paid	4,602 50
	6,912 50
Surplus for year ending September 30, 1886	\$6,083 35

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$6,083 35
Surplus up to September 30, 1885	6,000 85
Total surplus September 30, 1886	\$12,084 20

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$198,110 64
<i>Current assets, as follows, vis.:</i>	
Cash on hand	6,569 42
Open accounts	2,963 89
	\$202,643 95

LIABILITIES.

Capital stock	\$122,200 00
Funded debt	66,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued	2,310 00
Dividends unpaid	49 75
Profit and loss (surplus)	12,084 20
	\$202,643 95

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN KING	President	New York city.
ALBERT BULL	Vice-President	Middletown, N. Y.
ISAAC P. MADDEN	Secretary and Treasurer	Middletown, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN KING	New York city.
ALBERT BULL	Middletown, N.
AUGUSTUS R. MACDONOUGH	New York city.
SAMUEL M. FELTON	New York city.
WM. L. STRONG	New York city.
ROBERT M. CROSBY	Thompson Ridge, N. Y.
ISAAC P. MADDEN	Middletown, N. Y.

Title of company, Middletown and Crawford Railroad Company.
 General office at Middletown, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in August.
 For information concerning this report, address Isaac P. Madden, Secretary and Treas'r.

MIDDLETOWN, UNIONVILLE AND WATER GAP.

LESSOR.

LESSEE—NEW YORK, SUSQUEHANNA AND WESTERN.

(Date of charter, May 25, 1866.)

For history of organization, see Report of 1833.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	6,000	\$300,000
Total now outstanding	2,987	149,856

Number of stockholders..... 119

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage.	Nov. 1, 1866	20	p.c. 7	May & Nov.	\$225,000	\$150,000
Second mortgage	Dec. 1, 1871	25	5&7	June & Dec.	400,000	250,000
Total					\$625,000	\$400,000

COST OF ROAD.

Total cost of road
up to Sept. 30, 1886.

Grading, masonry and ballast	\$113,231 96
Bridges	12,180 30
Superstructure (including ties) and rails.....	164,544 96
Land damages and fences	35,942 89
Passenger and freight stations	16,357 88
Engine and car houses	660 84
Engineering expenses	7,565 64
Total cost of road.....	\$350,476 47

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation, reported by N. Y., S. & W. R. R. Co....	\$39,590 15
Less operating expenses (excluding all taxes), as reported.....	23,598 64
Net earnings from operation	\$15,996 51
<i>Income from other sources, as follows, vis.:</i>	
Rents	174 07
Gross income from all sources	\$16,170 51
<i>Deductions from income, as follows, vis.:</i>	
Interest on funded debt due and paid by N. Y., S. & W. R. R. Co.....	\$23,120 00
Taxes on property used in operation of road, paid by N. Y., S. & W. R. R. Co.....	1,482 25
Taxes on earnings and capital stock, paid by N. Y., S. & W. R. R. Co.....	437 97
Taxes other than above, paid by N. Y., S. & W. R. R. Co....	54 34
Repairs to houses, paid by N. Y., S. & W. R. R. Co.....	7 24
	25,101 80
Deficit for year ending September 30, 1886	\$8,931 29

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$8,931 29
Deficit up to September 30, 1885.....	220,898 52
Total deficit September 30, 1886.....	\$229,824 81

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

Cost of road	\$350,476 47
<i>Current assets, as follows, vis.:</i>	
Cash on hand.....	873 00
Profit and loss (deficiency)	229,824 81
	\$580,674 28
Capital stock.....	\$149,850 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued	8,716 66
Dividends unpaid.....	198 00
Open accounts due N. Y., S. & W. R. R. Co	21,909 62
	\$580,674 28

DESCRIPTION OF ROAD.

TRACK.	Miles owned, all in N. Y. State.
Main line from Middletown to Unionville, single track	13.00
Sidings and turnouts on main line	1.13
Grand total of tracks, sidings and turnouts	14.13
Laid with iron rail, main line.....	14.13
Gauge of track, 4 feet 9 inches; ballasted with sand and gravel.	

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate Length.
Wooden bridges.....	3	Feet. 189

MISCELLANEOUS STATISTICS.

Item.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company	\$74, 250
Railroads crossing road at grade.....	12
Highway crossings at grade without protection.....	12

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
STEPHEN V. WHITE....	President.....	98 Liberty street, N. Y. city.
HENRY MARKS.....	Vice-President.....	98 Liberty street, N. Y. city.
JOHN P. RAFFERTY....	Secretary and Treasurer...	98 Liberty street, N. Y. city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
STEPHEN V. WHITE.....	Brooklyn, N. Y.
FREDERIC A. POTTS.....	Pittstown, N. J.
SIMON BORG.....	New York city.
CHAS. MINZESHEIMER.....	New York city.
HENRY MARKS.....	New York city.
CHAS. V. WARE.....	New York city.
ROBT. K. DOW.....	Claremont, N. H.
GRINNELL BURT.....	Warwick, N. Y.
WILLIAM H. CLARK.....	Westtown, N. Y.
GARRETT A. HOBART.....	Paterson, N. J.
JOHN P. RAFFERTY.....	Brick Church, N. J.
CORNELIUS T. DEMAREST.....	Hackensack, N. J.
One vacancy.	

Title of company, Middletown, Unionville and Water Gap Railroad Company.

General office at 98 Liberty street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Monday in May.

For information concerning this report, address John P. Rafferty, Treasurer.

MIDDLETOWN, UNIONVILLE AND WATER GAP.

LESSER.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$39,590 15
Less operating expenses (excluding all taxes).....	23,593 64
Net earnings from operation.....	\$15,996 51
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	174 00
Gross income from all sources.....	\$16,170 51
<i>Deductions from income, as follows, viz.:</i>	
*Interest on funded debt, due and accrued.....	\$28,120 00
Taxes on property used in operation of road.....	1,482 25
Taxes on earnings and capital stock.....	487 97
Taxes other than above.....	54 34
Repairs to houses.....	7 24
	25,101 80
Deficit for year ending September 30, 1886.....	\$3,981 29

* One hundred and twenty dollars is for two per cent interest for three years on \$2,000, the owner of which refuses to scale to five per cent per annum.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.
EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$31,822 88		
Freight, local	88 72		
		\$31,861 60	\$31,861 60
Passengers, through	\$5,895 71		
Passengers, local	262 80		
	\$6,158 51		\$6,158 51
Mail	1,016 12		1,016 12
Express	553 92		553 92
Total gross earnings	\$7,728 55	\$31,861 60	\$39,590 15

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed	\$4,799 76	\$2,195 08	\$6,994 79
Repairs of bridges (including culverts and cattle-guards)	97 48	44 56	142 04
Repairs of stations, shops, docks, etc.	77 96	35 46	113 42
Repairs of fences	259 02	118 62	377 64
Total	\$5,234 22	\$2,393 67	\$7,627 89
<i>Conducting transportation:</i>			
Wages of conductors and men	\$1,724 99	\$788 89	\$2,513 88
Wages of engineers and firemen			
Fuel for locomotives	3,987 71	1,828 81	5,816 52
Oil and waste			
Water supply	16 18	7 53	23 71
Other train supplies or expenses	33	15	48
Wages of station agents and clerks	3,172 95	1,451 01	4,623 96
Total	\$8,902 16	\$4,071 39	\$12,973 55
<i>General expenses:</i>			
Salaries of general officers and clerks	\$348 10	\$156 90	\$500 00
Stationery and printing	26 76	12 24	39 00
Outside agencies and advertising	53 14	24 16	77 30
Legal expenses	211 48	96 65	308 13
Mileage of cars of other companies (debit balance)	1,401 68	641 09	2,042 77
Other general expenses	17 15	7 85	25 00
Total	\$2,053 31	\$938 89	\$2,992 20
Grand total operating expenses	\$16,189 69	\$7,403 95	\$23,593 64

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	24,807	2,214	26,521
Number of passengers carried one mile	233,616	8,572	242,188
Number of tons of freight carried	57,429	76	57,505
Number of tons of freight carried one mile	547,430	240	547,670
Passenger train mileage			17,736
Freight train mileage			8,110
All other train mileage			560
Total train mileage			26,406

TRAFFIC AND MILEAGE STATISTICS—(Continued.)

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$7,728 55	\$16,189 69	\$8,461 14
Average per passenger carried.....	2914	6104	319
Average per passenger per mile.....	0819	0669	085
Average per passenger train per mile.....	4357	9128	4771
Freight earnings and expenses (including miscellaneous earnings)....	81,861 60	7,408 95	Profit. 24,457 65
Average per ton of freight carried....	5541	1288	4253
Average per ton of freight per mile...	0582	0185	0447
Average per freight train per mile....	3 93	9129	3 0171

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.52	Cents. 3.6	Cents. 2.54
Average rate received per mile per ton for carrying freight, all classes.....	5.813	16.133	5.817

Westinghouse air-brake and Miller coupler and buffer used on passenger trains, Westinghouse air-brake on milk trains, and ordinary hand-brake on other freight trains.

Stub switches used on road.

Passenger cars are heated by Spear's coal stoves, lighted by centre lamps burning 300° oil, and ventilated by deck sashes.

The National Express Company runs over this line.

Contract with United States Government for transportation of mails at \$77.81 per mile since July 1, 1885.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	265	.46
Grain.....	1,116	1.94
Meats and provisions.....	342	.53
Live stock.....	238	.40
Lumber.....	1,784	3.10
Pig and bar iron and steel.....	1,621	2.82
Coal and coke.....	22,229	38.67
Petroleum and other oils.....	261	.45
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	778	1.35
All other manufactures.....	2,833	4.92
All other merchandise.....	488	.76
All other agricultural products.....	851	1.43
All other articles not included above.....	24,754	43.07
Total.....	57,505	100

For information concerning this report, address J. P. Rafferty, Treasurer.

MONTGOMERY AND ERIE.

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MONTGOMERY AND ERIE.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 2, 1866.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	26,000	* \$260,000	.....
Issued for actual cash and now outstanding..	15,000	150,000	\$150,000
Number of stockholders.....			153

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort'ge b'ds.	May 1, 1866	*60	p.c.	1866	\$130,000	\$130,000	\$108,390 88
Second mort. b'ds.	Oct. 1, 1867	20	6 7	1867	70,000	40,500	26,325 00
Total .....	.....	..	..	.....	\$200,000	\$170,500	\$134,705 88

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$114,979 17
Bridges.....	8,461 34
Superstructure (including ties) and rails	185,965 85
Land, land damages and fences.....	44,375 08
Passenger and freight stations.....	8,099 52
Engine and car houses and fuel and water stations.....	4,928 64
Engineering expenses.....	13,804 19
Telegraph line	1,391 21
Total cost of road	\$327,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

<i>Income from other sources, as follows, viz.:</i>	
From rentals.....	\$21,166 67
From interest.....	82 50
Gross income from all sources	\$21,249 17

* At maturity of said bonds, May 1, 1886, the same were extended for an additional period of 40 years.

Deductions from income as follows, vis.:

Interest on funded debt due and accrued	\$11,985 00	
Taxes on earnings and capital stock	875 00	
Office expenses	865 00	
Expenses extending first mortgage bonds	285 85	
		<u>\$12,910 85</u>

Net income from all sources	\$8,338 82	
<i>Payments from net income, as follows, vis.:</i>		
Dividends declared, 6½ per cent on \$150,000 stock	9,750 00	
		<u>\$1,411 18</u>

Deficit for year ending September 30, 1886.....

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$1,411 18	
Surplus up to September 30, 1886	6,997 87	
		<u>\$5,586 69</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$327,000 00
<i>Current assets, as follows, vis.:</i>		
Cash on hand	\$5,504 19	
Interest on acceptance	82 50	
		<u>5,586 69</u>
		<u>\$332,586 69</u>
LIABILITIES.		
Capital stock		\$150,000 00
Funded debt		170,500 00
<i>Current liabilities, as follows, vis.:</i>		
Sinking fund		6,500 00
Profit and loss (surplus).....		5,586 69
		<u>\$332,586 69</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address</i>
J. M. WILKIN	President	Montgomery, N. Y.
C. J. EVERETT	Vice-President and Treasurer....	Goshen, N. Y.
W. J. MEAD	Secretary	Montgomery, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOSEPH M. WILKIN	Montgomery, Orange Co., N. Y.
WALTER J. MEAD	Montgomery, Orange Co., N. Y.
GEORGE SENIOR	Montgomery, Orange Co., N. Y.
HENRY BERGEN	Montgomery, Orange Co., N. Y.
DANIEL M. WADE	Montgomery, Orange Co., N. Y.
EBENEZER VAN ALST	Montgomery, Orange Co., N. Y.
WILLIAM S. MOULD	Montgomery, Orange Co., N. Y.
FREDERIC BODINE	Montgomery, Orange Co., N. Y.
CHAS. J. EVERETT	Goshen, N. Y.
GEORGE W. MURRAY	Goshen, N. Y.
BARTOW WRIGHT	Campbell Hall, N. Y.
JNO. M. QUACKENBOS	New York city.
CHAS. M. VAIL	New York city.

Title of company, Montgomery and Erie Railway Company.

General office at Montgomery, Orange Co., N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address J. M. Wilkin, President.

NEWBURGH, DUTCHESS AND CONNECTICUT.

(Date of charter, January 8, 1877.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	10,000	\$500,000	12,000	\$600,000
Issued for purchase and now outstanding	8,840	172,000	14,807	715,350
Grand total of common and preferred stock now outstanding.....				\$887,350
Number of stockholders.....				132

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage on property and franchise	June 1, 1877	30	p.c.	Nov. & May	\$800,000	\$150,000	\$150,000
Income mortgage on property and franchise	June 1, 1877	100		When earned	1,025,000	1,184,500	*
Mortgage on terminal lands	Aug. 1, 1877	..		Feb. & Aug. 1	74,900	15,000	†
Total					\$2,299,900	\$1,329,500	\$150,000

COST OF ROAD AND EQUIPMENT.

ROAD.

Total cost up to
Sept. 30, 1886

Total cost of road..... \$2,233,392 29

EQUIPMENT.

Total cost of equipment..... 80,817 34

Grand total cost of road and equipment up to September 30, 1886..... \$2,263,709 68

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$143,417 89
Less operating expenses (excluding all taxes).....	115,446 68
Net earnings from operation.....	\$27,971 21
Income from other sources, as follows, viz.:	
Rent of houses on terminal lands	305 21
Gross income from all sources	\$28,276 42

* Issued on account of franchise.

† Issued for lands at terminal.

Deductions from income, as follows, vis.:

Interest on funded debt due and accrued.....	\$11,400 00	
Taxes on property used in operation of road.....	4,792 64	
Taxes on earnings and capital stock.....	714 31	
		\$16,906 95

Surplus for year ending September 30, 1886..... \$11,369 47

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$11,369 47
Surplus up to September 30, 1885.....	9,703 13
Repairs to leased rolling stock prior to September 30, 1885, collected from lessors in 1886.....	4,041 85
Total surplus September 30, 1886.....	\$25,114 45

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$11,508 00			
Freight, local..... 70,860 15			
		\$82,868 15	\$82,868 15
Passenger.....	\$19,336 21		19,336 21
Mail.....	3,520 56		3,520 56
Express.....	1,129 08		1,129 08
<i>Miscellaneous, as follows, vis.:</i>			
Car mileage..... \$1,926 96			
Rent of track..... 34,764 76			
Miscellaneous..... 872 17			
		37,063 89	37,063 89
Total gross earnings.....	\$23,985 85	\$119,432 04	\$143,417 89

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed.....	\$8,010 66	\$24,032 48	\$32,043 15
Steel rails laid, 200 tons, cost, \$6,864.86.			
Repairs of bridges (including culverts and cattle-guards).....	454 34	1,863 20	1,817 54
Repairs of stations, shops, docks, etc.....	1,509 97	3,111 29	4,621 26
Repairs of fences.....	1,724 62	5,174 07	6,898 69
Other expenses for maintenance of way and structures.....	28 65	70 96	94 61
Total.....	\$11,723 25	\$33,752 00	\$45,475 25

Maintenance of equipment:

Repairs of locomotives.....	\$802 25	\$2,406 74	\$3,308 99
Repairs of cars.....	486 63	4,233 18	6,719 81
Repairs of machinery and tools.....	195 46	586 43	781 69
Other expenses for maintenance of equipment.....	720 52	1,210 32	1,930 84
Total.....	\$4,204 86	\$8,436 67	\$12,641 53

Conducting transportation:

Wages of conductors and men.....	\$1,755 20	\$5,117 26	\$6,873 46
Wages of engineers and firemen.....	2,056 57	3,182 41	5,238 98
Fuel for locomotives.....	2,122 96	6,369 03	8,491 99
Oil and waste.....	293 22	716 13	1,009 35
Water supply.....	169 63	508 93	678 55
Other train supplies or expenses.....	181 95	106 70	233 65

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Wages of station agents and clerks.....	\$2 432 46	\$4, 447 50	\$9, 929 96
Wages for labor at stations.....	139 25	550 25	689 50
Station supplies.....	177 56	451 65	629 21
Wages of watchmen, flagmen and switchmen	439 18	1, 600 19	2, 039 27
Other expenses for conducting transportation.....	84 45	37 00	121 45
Total.....	\$9, 852 43	\$26, 087 04	\$35, 939 47
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$3, 375 03	\$10, 125 25	\$13, 500 28
General office expenses and supplies.....	211 10	625 59	836 69
Stationery and printing.....	291 16	680 40	971 56
Outside agencies and advertising.....	8 75	.....	8 75
Legal expenses.....	174 15	522 45	696 60
Loss and damage of freight and baggage.....	.....	21 64	21 64
Damage to cattle and property.....	77 50	22 50	100 00
Injuries to persons.....	75 00	.....	75 00
Rent of rolling stock.....	.....	4, 105 67	4, 105 67
Other general expenses.....	266 79	812 45	1, 079 24
Total.....	\$4, 474 48	\$16, 915 95	\$21, 390 43
Grand total operating expenses.....	\$30, 255 02	\$85, 191 66	\$115, 446 68

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$2, 233, 392 29
Cost of equipment.....		80, 817 34
<i>Other permanent investments, as follows, viz.:</i>		
Real estate.....		1, 228 47
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$16, 252 78	
Due by agents.....	3, 483 98	
Open accounts.....	10, 414 94	
Materials and supplies.....	13, 122 71	
Machinery in shops.....	3, 658 26	
		46, 932 62
		\$2, 311, 865 72
LIABILITIES.		
Capital stock.....		\$887, 350 00
Funded debt.....		1, 329, 500 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$23, 520 00	
Audited vouchers and pay-rolls.....	9, 555 51	
Open accounts.....	6, 325 76	
Loans and bills payable.....	30, 500 00	
		69, 901 27
Profit and loss (surplus).....		25, 114 45
		\$2, 311, 865 72

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	.....	71, 738	71, 738
Number of passengers carried one mile.....	.....	749, 331	749, 331
Number of tons of freight carried.....	26, 175	86, 056	112, 231
Number of tons of freight carried one mile.....	1, 527, 938	1, 950, 766	3, 478, 704

REPORT OF THE RAILROAD COMMISSIONERS.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Through.	Local.	Total.
Passenger train mileage.....	26,534
Freight train mileage.....	83,020
Total train mileage.....	109,554

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$23,985 85	\$30,255 02	Loss. \$6,269 17
Average per passenger carried.....	83	42	09
Average per passenger per mile.....	03	04	01
Average per passenger train per mile.....	90	1 14	34
Freight earnings and expenses (including miscellaneous earnings).....	119,432 04	85,119 66	Profit. 34,240 38
Average per ton of freight carried....	1 06	76	30
Average per ton of freight per mile....	08	02	01
Average per freight train per mile....	1 44	1 03	41

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying freight and passengers only.			
Average rate received per mile for carrying passengers, all classes.....	Cents.	Cents. 2.58	Cents.
Average rate received per mile per ton for carrying freight, all classes.....	.75	3.63	2.37

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Dutchess Junction to State line between New York and Connecticut at Millerton, single track.....	58.84
Sidings and turnouts on main line.....	9.78
Grand total of tracks, sidings and turnouts.....	68.62
Laid with steel rail, main line.....	30.83
Laid with iron rail, main line.....	28.01

Average life of rails, iron, 15 years; average life of ties, 8 years; weight of rails per yard, steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted partially with gravel.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Iron bridges.....	4	482
Wooden bridge.....	1	98
Wooden trestles.....	6	2,244
Total.....	11	2,824

EQUIPMENT.	No. owned.	No. leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.
Locomotives, 6 drivers.....	.....	1	1	\$7,000	130,000	20
Locomotives, 4 drivers.....	4	3	7	5,000	114,000	20
Total.....	4	4	8	.....	.....	.....
First-class passenger cars.....	2	.....	2	\$2,000	.....	15
Second-class passenger cars.....	2	.....	2	1,500	.....	15
Baggage, mail and express cars.....	2	.....	2	1,200	.....	15
Total.....	6	.....	6	.....	.....	.....
Box freight cars.....	14	25	39	.....	20,000	15
Stock freight cars.....	4	.....	4	.....	16,000	15
Coal freight cars.....	26	152	178	.....	17,000	15
Flat freight cars.....	11	.....	11	.....	15,000	15
Caboose, 4-wheel car.....	1	.....	1	.....	13,000	15
Caboose, 8-wheel car.....	1	.....	1	.....	16,000	15
Total.....	57	177	234	.....	.....	.....

Cowell coupler used on all passenger, baggage and express cars; freight cars equipped with regular freight brake.

One-third of the road is equipped with the Lorenz safety switch; the balance with the open or stub switch.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation.....	\$1,223 47
Total assessed value of real estate and personal property of company.....	854,606 00
Length of steel rails laid during year in repairs, miles.....	2.12
Railroad crossing road at grade.....	1
Highway crossings at grade without protection.....	64
Highway crossings at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	10
Overhead obstruction less than 20 feet above track.....	1

Passenger cars are heated by coal stoves, lighted with mineral seal oil, and ventilated by Creamer ventilators.

The American Express Company runs over this line, messenger at half fare, freight at once and a half first-class freight rates.

Company is paid \$60.71 per mile per year by Post-office department for carrying mails.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	938	.8
Grain.....	3,853	3.4
Meats and provisions.....	117	.1
Live stock.....	912	.8
Lumber.....	3,582	3.2
Pig and bar iron and steel.....	2,874	2.6
Iron or other ores.....	17,784	15.9
Coal and coke.....	57,383	51.1
Petroleum and other oils.....	184	.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	4,845	4.3
All other manufactures.....	3,506	3.1
All other merchandise.....	3,636	3.2
All other agricultural products.....	5,579	5.
All other articles not included above.....	7,043	6.3
Total.....	112,231	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	1	.....	1
Others.....	.....	1	1
Total.....	1	1	2

EMPLOYEES.

Average number of persons employed (including officials) during year.....	148
Aggregate amount of salaries and wages paid them during year.....	\$77,950 24

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JNO. S. SCHULTZE.....	President and Treasurer....	Matteawan, N. Y.
WILLIAM A. WELLS.....	Secretary.....	Matteawan, N. Y.
CHAS. L. KIMBALL.....	General Superintend't, Gen. Freight Agent and Purchasing Agent.....	Matteawan, N. Y.
WM. H. MOORE.....	General Ticket Agent, Auditor Passenger and Freight Accounts.....	Matteawan, N. Y.
GILBERT D. HOLMES.....	Master Mechanic.....	Dutchess Junction, N. Y.
B. F. STOWELL.....	Roadmaster.....	Matteawan, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN S. SCHULTZE.....	Manchester, N. J.
WM. R. SCHULTZE.....	Manchester, N. J.
WILLIAM S. ENO.....	Pine Plains, N. Y.
WILLIAM N. SAYER.....	Pine Plains, N. Y.
R. G. COFFIN.....	Coffin Summit, N. Y.
GEORGE POTTER.....	Billings, N. Y.
R. C. VAN WYCK.....	Hopewell Junction, N. Y.
CHAS. L. KIMBALL.....	Fishkill-on-Hudson, N. Y.
H. B. WILLITS.....	Madison, N. J.
S. I. WRIGHT.....	Elizabeth, N. J.
ALBERT EMANS.....	LaGrange, N. Y.
N. T. PLASS.....	Clove Valley, N. Y.
OLIVER DAVIDSON.....	Fishkill, N. Y.

Title of company, Newburgh, Dutchess and Connecticut Railroad Company.

General office at Matteawan, Dutchess county, New York.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, January.

For information concerning this report, address Jno. S. Schultze, President and Treasurer.

NEW JERSEY AND NEW YORK.

(No Report.)

NEW YORK, BROOKLYN AND MANHATTAN BEACH.

LESSOR.

LESSEE — LONG ISLAND.

(Date of charter, August 27, 1885.)

For history of organization, see Report of 1885.

The road is now operated by the Long Island Railroad Company, under lease dated October 1, 1885, at an annual rental of 35 per cent of gross earnings and receipts; minimum rental being \$95,980.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	3,500	\$350,000	6,500	\$650,000
Issued for stock of the N. Y. & M. B. Ry. Co.....	3,500	\$350,000	3,000	\$300,000
Issued for stock of the N. Y., B. R. & J. R. R. Co.....	.....	.....	3,000	300,000
Issued for stock of the L. I., C. & M. B. R. R. Co.....	.....	.....	500	50,000
Total now outstanding	3,500	\$350,000	6,500	\$650,000
Grand total of common and preferred stock now outstanding.....				\$1,000,000
Number of stockholders.....				180

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First consol mortgage bonds	Oct. 1, 1885	50	5 p.c.	Apr. and Oct.	\$2,000,000	\$798,000	{ \$300,000 *498,000
First mort. bonds, N. Y. & M. B. Ry. Co	Jan. 1, 1877	20	7	Jan. and July	500,000	500,000	No record.
Second mortgage bonds, N. Y. & M. B. Ry. Co.....	Jan. 1, 1878	10	7	Jan. and July	300,000	2,000	No record.
Total.					\$2,800,000	\$1,300,000	.....

* Bonds of constituent companies retired, viz.: \$200,000 first mortgage bonds New York, Bay Ridge and Jamaica Railroad Company and \$298,000 second mortgage bonds New York and Manhattan Beach Railway Company.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$914 89	.....
Superstructure (including ties)	2,317 11	.....
Land damages	7,483 90	.....
Engineering expenses	246 88	.....
Flagmen's houses and safety signals	51 00	.....
Total cost of road	\$11,012 78	\$1,478,884 65
EQUIPMENT.		
Total cost of equipment .....	.....	316,430 64
Grand total cost of road and equipment .....	.....	\$1,795,315 29

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
New Lots curve	\$489 07	
Bushwick connection	81 66	
Parkville connection	393 66	
		\$914 89
<i>Superstructure :</i>		
Bushwick connection	\$704 12	
Parkville connection	1,612 99	
		2,317 11
<i>Land damages :</i>		
New Lots curve	\$33 00	
Bushwick connection	4,245 00	
Parkville connection	3,205 90	
		7,483 90
<i>Flagmen's houses and safety signals :</i>		
Bushwick connection		51 00
<i>Engineering expenses :</i>		
Parkville connection		246 88
Total		\$11,012 78

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886

<i>Income, as follows, viz.:</i>		
Rent from Long Island R. R. Co. for year ending September 30, 1886, as per lease	\$95,980 00	
Rent from Long Island R. R. Co. for amount due in excess of rental as above, for fiscal year ending September 30, 1886..	2,270 00	
	<hr/>	
	\$98,250 00	
Less amount paid and included in report of September 30, 1885	81,600 00	
	<hr/>	\$66,750 00
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$49,140 00	
Taxes on property used in operation of road.....	781 25	
General expenses	4,608 82	
	<hr/>	54,879 57
Net income from all sources		\$12,870 43
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 2½ per cent on \$650,000 preferred stock		16,250 00
		<hr/>
Deficit for year ending September 30, 1886		\$3,879 57
<hr/>		
GENERAL INCOME ACCOUNT.		
Deficit for year ending September 30, 1886, as shown		\$3,879 57
Surplus or deficit up to September 30, 1885		*
		<hr/>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,478,884 65
Cost of equipment	816,430 64
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	500,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	726 50
Open accounts	18,297 92
Profit and loss (deficiency)	8,879 57
	<hr/>
	\$2,818,209 28
<hr/>	
LIABILITIES.	
Capital stock	\$1,000,000 00
Funded debt.....	1,800,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid	726 50
Open accounts.....	12,482 78
	<hr/>
	\$2,818,209 28
	<hr/>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. G. WHEELER	President and Treasurer	115 Broadway, N. Y. city.
FRED. W. DUNTON.....	Vice-President	115 Broadway, N. Y. city.
CHAS. BRUFF	Secretary	115 Broadway, N. Y. city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. G. WHEELER.....	New York city.
FRED. W. DUNTON	Hollis P. O., L. I
CHAS. BRUFF	Brooklyn, N. Y.
J. BAXTER UPHAM	Boston, Mass.
GILMAN S. MOULTON	West Randolph, Vt.
JAS. K. O. SHERWOOD	Glen Cove, L. I.
JAMES ARMSTRONG.....	New York city.
CHAS. L. FLINT	Boston, Mass.
EDWARD E. SPRAGUE.....	Flushing, L. I.

* The deficit reported September 30, 1885, amount, \$54,349, consisting of losses sustained by the N. Y. & M. B. Ry. Co. previous to consolidation, has been transferred to cost of railway depots and fixtures of the consolidated company during the present year.

<i>Name.</i>	<i>Residence.</i>
WILLIAM J. KELLY.....	Brooklyn, N. Y.
ARTHUR W. GAY.....	Brooklyn, N. Y.
EDWIN H. ATKINS.....	Brooklyn, N. Y.
THOMAS F. WARD.....	New York city.

Title of company, The New York, Brooklyn and Manhattan Beach Railway Company.
 General office at 115 Broadway, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, third Tuesday in December.
 For information concerning this report, address Chas. Bruff, Secretary.

NEW YORK AND CANADA.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY

(Date of charter, March 16, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	40,000	\$4,000,000	\$3,758,000

Number of stockholders 29

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage sterling bonds.....	May 1, 1874	30	p.c. 6	May 1, Nov. 1	\$4,000,000	\$4,000,000	\$3,600,000

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$2,189 07	\$4,837,065 18
Bridges.....	1,486 26	358,995 86
Superstructure (including ties).....	1,181 95	2,049,192 81

COST OF ROAD — (Continued).

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Rails	\$475 08	\$475 08
Land	40 00	40 00
Land damages.....	50 00	448,935 89
Fences.....		542 10
Passenger and freight stations.....	*854 25	72,744 13
Engine and car houses.....	5,182 68	39,485 20
Fuel and water stations	500 00	500 00
Engineering expenses		302,518 26
Telegraph line.....		6,661 30
Total cost of road	\$10,750 79	\$8,157,155 81

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry:</i>		
In side track	\$200 08	
Filling up trestles.....	554 77	
Bridge masonry.....	1,484 22	\$2,189 07
<i>Bridges:</i>		
Excess of cost of new iron bridges over new wooden ones.....		1,486 26
<i>Superstructure:</i>		
Ties and labor in side tracks		1,181 95
<i>Rails:</i>		
In side tracks.....		475 08
<i>Land:</i>		
For passenger station at Essex.....		40 00
<i>Land damages:</i>		
For release of right to a road-crossing at Dresden.....		50 00
<i>Passenger and freight stations:</i>		
New track scales at Plattsburgh	\$660 87	
Deduction from cost of new freight depot for depreciation of the old one at Plattsburgh	1,015 12	354 25
<i>Engine and car houses:</i>		
New turn-tables at Baldwin and Ausable.....		1,802 05
New engine-house at Port Henry		2,871 37
New engine-house at Moore's Junction.....		509 26
<i>Fuel and water stations:</i>		
For the right of using the water and conveying it over the lands of the owner at Port Henry.....		500 00
		\$10,750 89

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rent received from lessee	\$235,879 44
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	235,879 44

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$8,157,155 81
LIABILITIES.	
Capital stock	\$4,000,000 00
Funded debt.....	4,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	157,155 81
	\$8,157,155 81

* Credit.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ISAAC V. BAKER.....	President.....	Comstock's, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
CHARLES A. WALKER.....	Secretary.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ISAAC V. BAKER.....	Comstock's, N. Y.
LEGRAND B. CANNON.....	New York city.
JAMES M. HALSTED.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
HORACE G. YOUNG.....	Albany, N. Y.
JAMES C. HARTT.....	New York city.
CHARLES A. WALKER.....	New York city.
REUBEN A. HENRY.....	Jersey City, N. J.
COE F. YOUNG.....	Honesdale, Pa.
ROBERT OLYPHANT.....	New York city.
ANDREW WILLIAMS.....	Plattsburgh, N. Y.
WILLIAM H. COOKE.....	Whitehall, N. Y.

Title of company, New York and Canada Railroad Company.

General office at New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in June.

For information concerning this report, address James C. Hartt, Treasurer.

NEW YORK AND CANADA

LESSEE.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$772,664 59
Less operating expenses (excluding all taxes).....	471,571 81
Gross income from all sources.....	\$301,092 78
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$235,879 44
Taxes on property used in operation of road.....	29,339 88
Taxes on earnings and capital stock.....	2,941 92
Taxes other than above.....	626 79
	268,787 53
Surplus for year ending September 30, 1886.....	\$32,305 25

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$32,305 25
Deficit up to September 30, 1885.....	263,081 45
Total deficit September 30, 1886.....	\$230,726 20

DETAILED STATEMENT OF RENTALS.

New York and Canada R. R. Co., interest on the bonds.....	\$235,879 44
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$85,973 54		
Freight, local	485,976 66		
		\$521,950 20	\$521,950 20
Passengers, through.....	\$68,802 85		
Passengers, local.....	141,778 22		
	\$210,575 57		210,575 57
Mail	21,680 16		21,680 16
Express	17,761 87		17,761 87
Miscellaneous, as follows, viz.:			
Rents.....	\$220 00		
Telegraph	478 79		
	278 72	418 07	696 79
Total gross earnings.....	\$250,296 82	\$522,868 27	\$772,664 59

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$19,555 01	\$42,198 11	\$61,753 12
Steel rails laid, 368 tons, cost \$8,205.05.....			
Repairs of roadbed	4,277 41	9,339 08	13,616 49
Repairs of bridges (including culverts and cattle-guards)	7,118 11	14,090 10	21,208 21
Repairs of stations, shops, docks, etc.....	4,117 83	3,857 61	7,475 44
Repairs of fences.....	1,826 86	3,789 26	5,616 12
Other expenses for maintenance of way and structures.....	8,410 44	17,982 96	26,398 40
Total	\$45,800 66	\$90,757 12	\$136,057 78
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$6,416 55	\$14,071 66	\$20,488 21
Repairs of cars.....	12,233 44	35,948 20	48,181 64
Repairs of machinery and tools.....	710 30	1,549 67	2,259 97
Other expenses for maintenance of equipment	2,574 48	5,941 87	8,516 35
Total	\$21,934 77	\$57,511 40	\$79,446 17
<i>Conducting transportation :</i>			
Wages of conductors and men	\$9,156 70	\$22,814 80	\$31,971 50
Wages of engineers and firemen	11,485 41	24,818 39	36,303 80
Fuel for locomotives	25,275 11	62,747 80	88,022 91
Oil and waste	2,067 84	5,341 69	7,409 53
Water supply	508 01	1,646 08	2,152 09
Other train supplies or expenses.....	1,339 50	1,592 05	2,931 55
Wages of station agents and clerks.....	3,869 94	11,175 85	15,045 79
Wages for labor at stations.....	1,707 83	3,151 04	4,858 87
Station supplies.....	1,139 42	742 57	1,881 99
Wages of watchmen, flagmen and switchmen	1,004 04	2,473 25	3,477 29
Other expenses for conducting transportation	1,526 94	1,958 26	3,485 20
Total	\$59,078 74	\$143,461 78	\$202,540 52
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$3,887 88	\$7,534 23	\$11,422 11
General office expenses and supplies.....	836 83	1,587 16	2,423 99
Stationery and printing.....	737 70	1,515 24	2,252 94
Outside agencies and advertising.....	7,176 83	192 37	7,368 70
Legal expenses.....	146 16	448 59	594 75
Loss and damage of freight and baggage....	61 03	341 24	402 27
Damage to cattle and property.....	67 00	283 00	350 00
Injuries to persons	1,014 80	6,437 20	7,452 00

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Telegraph maintenance and operation	\$2,444 61	\$5,765 49	\$8,210 10
Mileage of cars of other companies (debit balance)	785 77	10,189 09	10,974 86
Other general expenses	678 61	1,897 01	2,075 62
Total	\$17,836 72	\$35,690 62	\$53,527 34
Grand total operating expenses	\$144,150 89	\$327,420 92	\$471,571 81

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	29,582	120,336	149,918
Number of passengers carried one mile	2,590,618	4,251,590	6,842,208
Number of tons of freight carried	51,210	649,112	700,322
Number of tons of freight carried one mile	4,543,571	43,678,479	48,222,050
Passenger train mileage .....	.....	.....	168,876
Freight train mileage .....	.....	.....	250,437
All other train mileage .....	.....	.....	85,883
Total train mileage .....	.....	.....	455,151

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$250,296 82	\$144,150 89	\$106,145 43
Average per passenger carried	1 67	96	71
Average per passenger per mile	08768	02170	01598
Average per passenger train per mile	1 43	85	63
Freight earnings and expenses (including miscellaneous earnings)	522,388 27	327,420 92	194,947 35
Average per ton of freight carried	75	47	28
Average per ton of freight per mile	01088	00679	00404
Average per freight train per mile	2 09	1 31	78

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.878	Cents. 3.384	Cents. 3.170
Average rate received per mile per ton for carrying freight, all classes .....	.791	1.113	1.082

DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles leased, all in N. Y. State.
Main line from Lake station at Whitehall to Rouse's Point, single track	112.98
Branches or other roads, single track	87.01
Total single track	149.94
Sidings and turnouts on main line	19.40
Sidings and turnouts on branches or other roads.....	2.85
Total sidings and turnouts.....	22.25
Grand total of tracks, sidings and turnouts.....	172.19
Laid with steel rail, main line.....	99.28
Laid with iron rail, main line	83.05
Laid with iron rail, branches or other roads.....	89.86

Average life of rails—steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 69 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs.; minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with iron rail.
Lake George.....	Fort Ticonderoga.....	Baldwin.....	4.42	Leased...	4.42
Whitehall and Plattsburgh.....	Plattsburgh.....	Ausable.....	19.81	Leased...	19.81
Plattsburgh and Montreal.....	West Chazy.....	Province line	12.78	Leased...	12.78

BRIDGES	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	27	<i>Feet.</i> 3,010
Wooden bridges.....	19	686
Wooden trestles.....	14	10,514
Total	60	14,160

*EQUIPMENT.

About one-half the switches used on road are automatic safety switches; the remainder are ordinary stub switches; as to brake and coupler in use on cars see lessee's report, Rensselaer and Saratoga Railway.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	144.2
Total assessed value of real estate and personal property of company.....	\$1,697,081.00
Length of steel rails laid during year in repairs, miles.....	4.08
Length of iron rails laid during year in repairs, miles	4.6
Railroads crossing road at grade.....	4

*Included in the equipment of the Rensselaer and Saratoga Railroad Company.

ITEM.	Entire line all in N. Y. State.
Railroad crossing over or under grade	1
Highway crossings at grade without protection	101
Highway crossing at grade protected by gates or flagman	1
Highway crossings over or under grade	5
Overhead obstructions less than twenty feet above track	11

National Express Company runs over this line, pays for transportation of local freight 1st first class merchandise tariff rates; between New York and Rutland, Vt., and Rouse's Point two-thirds of first class rates, and between other competing points first class rates, also 10 per cent of its annual profits.

The sleeping and parlor cars owned by the New York Central Sleeping Car Company are run by the railroad company, which pays three cents per mile for their use, and lubricates, cleans and furnishes supplies therefor; this company makes no additional charge.

This road paid the New York Central Sleeping Car Company \$785.77 during year.

Mails are carried for the compensation fixed by law.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	6,665	1.
Grain	11,604	1.7
Meats and provisions	6,586	0.9
Live stock	6,190	0.9
Lumber	33,978	4.9
Pig and bar iron and steel	81,810	4.5
Iron or other ores	296,280	42.8
Coal and coke	188,251	26.9
Petroleum and other oils	2,268	0.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	17,446	2.5
All other manufactures	21,988	3.1
All other merchandise	21,142	3.
All other agricultural products	8,412	1.3
All other articles not included above	47,757	6.5
Total	700,322	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	1	2	3
Others	2	.....	2
Totals	3	2	5

EMPLOYEES.

Average number of persons employed (including officials) during year	470
Aggregate amount of salaries and wages paid them during year	\$210,319 50

OFFICERS OF THE LESSEE COMPANY.

Name.	Title.	Official Address.
ROBERT M. OLYPHANT	President	New York city.
LE GRAND B. CANNON	Vice-President	New York city.
HORACE G. YOUNG	Assistant-Pres. and Gen. Mang.	Albany, N. Y.
JAMES C. HARTT	Treasurer	New York city.
F. MURRY OLYPHANT	Secretary	New York city.

DIRECTORS OF THE LESSEE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ABIEL A. LOW.....	Brooklyn, N. Y.
JAMES M. HALSTED.....	New York city.
LEGRAND B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JOHN JACOB ASTOR.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ABRAHAM R. VAN NEST.....	New York city.
DAVID DOWS.....	New York city.
ROBERT M. OLYPHANT.....	New York city.
BENJ. H. BRISTOW.....	New York city.
JOHN A. STEWART.....	New York city.
FREDERIC BILLINGS.....	New York city.
R. SUYDAM GRANT.....	New York city.

Title of lessee company, Delaware and Hudson Canal Company.

General office at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hartt, Treasurer, N. Y. city

NEW YORK CENTRAL AND HUDSON RIVER.

(Date of consolidation, November 1, 1869.)

For history of organization, see Report of 1885.

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 480 of the Laws of 1874, and any acts amendatory thereof or supplemental thereto.

Under judgment of foreclosure against the New York, West Shore and Buffalo Railway Company, the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 6th day of December, 1885, were duly conveyed to the purchasers, J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green, joint tenants.

On the 6th day of December, 1885, said purchasers organized the West Shore Railroad Company, and on the same date conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company, for four hundred and seventy-five years from January 1, 1886, with a privilege of further term of five hundred years, at an annual rental of the full amount of interest, at four per cent per annum, as it matures upon outstanding bonds secured by a first mortgage not exceeding fifty million dollars of principal.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter and now outstanding.....	894,253	\$89,428,800	\$89,428,300
Number of stockholders.....			9,879

FUNDED DEBT.

DESIGNATION OF ITEM.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.
			Rate. p.c.	When payable.		
N. Y. C. & H. R. R. R. first mortgage coupon.....	1873	30	7	Jan. & July	....	\$8,585,000 00
N. Y. C. & H. R. R. R. first mortgage registered	1873	30	7	Jan. & July	\$30,000,000	21,405,000 00
N. Y. C. & H. R. R. R. first mortgage sterling	1873	30	6	Jan. & July	\$2,000,000	9,733,333 00
*N. Y. C. debt certificates....	1853	40	5	June & Dec.	\$6,450,000	6,450,000 00
N. Y. C. 6's of 1887.....	1863	25	6	June & Dec.	2,391,000	2,391,000 00
N. Y. C. & H. R. R. R. de- bentures	1884	20	5	.....	10,000,000	.....
N. Y. C. & H. R. R. R. cou- pon	1884	20	5	Mar. & Sept.	.....	6,045,000 00
N. Y. C. & H. R. R. R. re- gistered	1884	20	5	Mar. & Sept.	.....	1,805,000 00
Total .....	.....	..	..	.....	.....	\$56,424,333 33

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading and masonry.....	.....	\$20,969,051 45
Bridges	\$22,853 92	2,913,667 62
Superstructure (including ties)	85,730 00	30,982,404 42
Land and fences	86,430 81	15,039,201 83
Passenger and freight stations, etc	62,811 66	14,740,303 71
Engineering expenses.....	.....	3,018,288 67
Rochester and Lake Ontario Railroad. ....	.....	150,000 00
Buffalo and Niagara Falls Railroad.....	.....	658,921 56
Lewiston Railroad .....	.....	400,000 00
Saratoga and Hudson River Railroad.....	.....	2,000,000 00
Syracuse Junction Railroad.....	.....	732,297 57
Junction (Buffalo) Railroad.....	.....	212,900 00
Consolidation certificates representing cost of road of this company .....	.....	31,157,904 00
Total cost of road.....	\$207,826 39	\$123,031,940 33
EQUIPMENT.		
Locomotives	\$30,000 00	\$6,352,477 49
Passenger cars	256,600 00	1,796,992 79
Freight and other cars	61,920 00	15,171,526 08
Barges, floats and tugs.....	.....	277,745 00
Total cost of equipment.....	\$348,520 00	\$23,598,741 36
Grand total cost of road and equipment	\$555,846 39	\$146,630,682 19

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Bridges:</i>		
Bridge over canal, Niagara Falls	\$8,200 00	
Bridge at Wynaut's Kill, Albany	177 00	
Bridge over Tonawanda creek	7,521 39	
Draw bridge, Tonawanda	717 50	
Bridge, Patroon's creek, Albany	434 03	
Bridge over highway, Suspension Bridge.....	5,804 00	
		\$22,853 92

* Extended for ten years from 1883.

<i>Superstructure:</i>	
One thousand one hundred and ninety-one tons rails in additional sidings..	\$35,730 00
<i>Passenger and freight stations, buildings, etc.:</i>	
New passenger station, Schenectady	\$27,108 46
Freight conveyors, Ohio street, Buffalo	6,981 84
Reservoir at Croton	3,086 45
Coal trestle at Croton	4,242 08
Sheep and hog houses, East Buffalo	18,000 00
Passenger station, Suspension Bridge.....	2,943 88
	62,311 66
<i>Locomotives:</i>	
Four additional locomotives	30,000 00
<i>Passenger and baggage cars:</i>	
Fifty new passenger cars.....	\$240,000 00
One new dining car	10,000 00
Two new composite cars.....	6,600 00
	256,600 00
<i>Freight cars:</i>	
One hundred and forty-four additional freight cars	61,920 00
<i>Land, land damages and fences:</i>	
Land at Tarrytown	\$5,800 00
Land at Glenville	753 00
Land at Chili	1,277 00
Land at Riga	825 00
Land at Kirkville	630 00
Land at Albany	7,650 00
Land at Penfield	166 00
Land at Schenectady.....	12,737 98
Land at Rochester	62,175 58
New crossing gates	1,262 25
	93,296 81
Total.....	\$562,712 89
Less land sold at Tonawanda	\$2,066 00
Less land sold at Brooklyn	4,800 00
	6,866 00
Total.....	\$555,846 89

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$28,041,686 59
Less operating expenses (excluding all taxes)	17,453,960 21
Net earnings from operation.....	\$10,587,676 88
<i>Income from other sources, as follows, viz.:</i>	
Telegraph.....	\$7,167 29
Rents.....	1,217,563 58
Interest.....	471,949 09
Use of road.....	327,827 81
Miscellaneous	440,216 56
	2,464,724 83
Gross income from all sources	\$13,052,400 71
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$3,559,651 12
Rentals of leased lines.....	3,482,279 99
Taxes on property.....	1,156,416 89
Taxes on earnings and capital stock.....	203,954 70
	8,402,302 20
Net income from all sources	\$4,650,098 51
<i>Payments from net income, as follows, viz.:</i>	
*Dividends declared, 4 per cent on \$39,428,300 stock.....	3,577,132 00
Surplus for year ending September 30, 1886	\$1,072,966 51

* One per cent on the 15th of January, April, July and October.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$1,072,966 51	
Surplus up to September 30, 1885.....	10,508,832 39	
Premium on bonds sold.....	181,612 50	
Stock of West Shore railroad acquired in accordance with reorganization plan (nominal value)	1,000 00	
<i>Less for:</i>		\$11,718,911 40
Settlement of old internal revenue claim.....	\$57,546 42	
Fourth avenue improvement taxes, 1879 and 1880	182,895 60	
		240,442 02
Total surplus September 30, 1886.....		\$11,478,469 38

DETAILED STATEMENT OF RENTALS.

<i>New York and Harlem Railroad Company:</i>		
Six months' interest at 7 per cent on \$11,650,000 consolidated mortgage bonds.....	\$407,750 00	
Six months' interest at 7 per cent on \$12,000,000 consolidated mortgage bonds.....	420,000 00	
Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....	300 00	
Dividend of 8 per cent on \$189,000 shares of stock (\$50 per share).....	756,000 00	
State tax on capital stock.....	13,896 29	\$1,597,446 29
<i>Spuyten Duyvil and Port Morris Railroad Company:</i>		
Dividend of 8 per cent on 9,890 shares of stock	\$79,120 00	
State tax on capital stock.....	1,488 50	80,608 50
<i>Niagara Bridge and Canandaigua Railroad Company:</i>		
Twelve months' interest at 6 per cent on \$1,000,000 stock....	\$60,000 00	
State tax on capital stock.....	1,500 00	61,500 00
<i>Troy and Greenbush Railroad Company:</i>		
Twelve months' interest at 7 per cent on \$275,000, capital stock.....	\$19,250 00	
State tax on capital stock.....	480 20	19,730 20
<i>Dunkirk, Allegheny Valley and Pittsburgh Railroad Company:</i>		
Twelve months' interest at 7 per cent on \$1,600,000 Dunkirk, Warren and Pittsburgh Railway bonds	\$112,000 00	
Twelve months' interest at 7 per cent on \$1,300,000 Warren and Venango Railway bonds.....	91,000 00	
Three per cent on 6,500 shares of stock.....	19,500 00	
Organization expenses.....	500 00	223,000 00
<i>West Shore Railroad Company:</i>		
Nine months' interest on \$50,000,000 bonds at 4 per cent.....	1,500,000 00	
Total amount of rentals deducted from income.....		\$3,482,279 99

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$13,141,899 89		
Freight, local	4,557,885 58		
		\$17,699,785 47	\$17,699,785 47
Passengers, through.....	\$2,391,815 14		
Passengers, local.....	6,336,697 92		
	\$8,728,513 06		8,728,513 06
Mail.....	778,980 43		778,980 43
Express.....	776,747 02		776,747 02
<i>Miscellaneous, as follows, viz.:</i>			
Extra baggage	\$44,503 43		
Sundries.....	13,107 18		
	57,610 61		57,610 61
Total gross earnings.....	\$10,841,851 12	\$17,699,785 47	\$28,041,636 59

NEW YORK CENTRAL AND HUDSON RIVER.

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OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Steel rails laid, 3,882 tons, cost, \$63,536.59..			
Iron rails laid, 12 tons, cost, \$245.50.....			
Repairs of road-bed	\$877,300 91	\$1,462,484 88	\$2,339,785 79
Repairs of bridges (including culverts and cattle-guards).....	60,275 67	100,459 52	160,735 19
Repairs of stations, shops, docks, etc.....	120,498 54	200,830 95	321,329 49
Repairs of fences.....	18,912 67	81,521 12	50,433 79
Other expenses for maintenance of way and structures	24,029 67	40,049 43	64,079 10
Total.....	\$1,101,017 46	\$1,835,295 90	\$2,936,313 36
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$379,185 48	\$681,975 84	\$1,011,161 32
Repairs of cars.....	461,112 73	1,005,926 26	1,467,038 99
Repairs of machinery and tools.....	34,048 08	56,746 81	90,794 89
Other expenses for maintenance of equipment	105,752 55	176,254 81	282,006 36
Total.....	\$980,098 84	\$1,870,908 22	\$2,851,002 06
<i>Conducting transportation :</i>			
Wages of conductors and men	\$420,170 19	\$700,283 67	\$1,120,453 86
Wages of engineers and firemen.....	612,449 53	1,020,749 22	1,633,198 75
Fuel for locomotives	599,981 00	999,835 08	1,599,816 08
Oil and waste	86,191 83	143,653 05	229,844 88
Water supply.....	64,826 73	108,044 55	172,871 28
Wages of station agents and clerks	512,274 93	853,791 56	1,366,066 49
Wages for labor at stations.....		1,600,800 00	1,600,800 00
Wages of watchmen, flagmen and switchmen	344,078 18	573,455 33	917,533 51
Other expenses for conducting transportation	546,609 48	911,015 85	1,457,625 33
Total.....	\$3,186,526 87	\$6,911,178 26	\$10,097,705 13
<i>General expenses :</i>			
Salaries of general officers and clerks	\$154,743 81	\$257,906 35	\$412,650 16
General office expenses and supplies.....	22,521 51	37,535 86	60,057 37
Stationery and printing.....	37,671 15	62,885 81	100,556 46
Outside agencies and advertising.....	68,943 51	114,905 86	183,849 37
Legal expenses.....	22,899 84	38,166 45	61,066 29
Loss and damage of freight and baggage...	839 88	39,614 79	40,454 67
Damage to cattle and property.....	4,833 92	7,223 25	11,557 17
Injuries to persons	45,018 00	75,030 00	120,048 00
Mileage of cars of other companies (debit balance).....		375,864 31	375,864 31
Other general expenses.....	76,063 44	126,772 42	202,835 86
Total.....	\$433,035 06	\$1,135,904 60	\$1,568,939 66
Grand total operating expenses.....	\$5,700,678 23	\$11,753,281 98	\$17,453,960 21

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment.....	\$146,630,632 19
<i>Other permanent investments, as follows, viz.:</i>	
Stock and bonds of other companies.....	\$3,469,820 77
Ownership in other lines and real estate.....	6,607,589 74
Advances for Harlem construction.....	26,058 09
Equipment, Harlem line.....	404,894 22
Advances for West Shore construction.....	39,284 75
	10,546,647 57

REPORT OF THE RAILROAD COMMISSIONERS.

Current assets, as follows, viz.:

Cash on hand	\$2,193,846 91	
Due by agents and others	8,120,072 18	
Materials and supplies	1,470,868 50	
		<u>\$6,784,827 59</u>
		<u>\$163,961,617 35</u>

LIABILITIES.

Capital stock		\$89,428,300 00
Funded debt		56,424,333 33
<i>Current liabilities, as follows, viz.</i>		
Interest on funded debt accrued	\$1,879,925 89	
Dividends unpaid	69,525 19	
Audited vouchers and pay rolls	2,410,521 08	
Bonds and mortgages on real estate	107,000 00	
Past due bonds	18,355 00	
Unpaid interest	7,486 94	
Dividend payable October 15, 1886	894,283 00	
Due other roads	1,753,417 54	
		<u>6,635,514 64</u>
Profit and loss (surplus)		<u>11,478,469 33</u>
		<u>\$163,961,617 35</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	619,278	14,042,840	14,662,118
Number of passengers carried one mile	127,547,623	348,581,106	476,128,729
Number of tons of freight carried	8,765,852	3,870,583	12,636,435
Number of tons of freight carried one mile	1,900,550,963	496,909,070	2,397,460,033
Passenger train mileage .....	.....	.....	7,918,201
Freight train mileage .....	.....	.....	12,502,729
All other train mileage .....	.....	.....	8,206,817
Total train mileage .....	.....	.....	<u>28,627,747</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$10,341,851 12	\$5,700,678 23	\$4,641,173 89
Average per passenger carried	70	38	32
Average per passenger per mile	0217	0119	0098
Average per passenger train per mile	1 30	71	59
Freight earnings and expenses (including miscellaneous earnings)	17,699,785 47	11,753,281 98	5,946,503 49
Average per ton of freight carried	1 40	93	47
Average per ton of freight per mile	0073	0049	0024
Average per freight train per mile	1 41	94	47

NEW YORK CENTRAL AND HUDSON RIVER.

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TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, first class.....	Cents. 1.89	Cents. 1.95	Cents.
Average rate received per mile for carrying pas- sengers, second class.....	1.55	1.65	.....
Average rate received per mile for carrying passen- gers, all classes	1.87	1.81	1.83
Average rate received per mile per ton for carrying freight, all classes.....	0.69	0.91	0.78

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire Length.	Length in N. Y. State.	Entire length.
Main line, New York to Buffalo, single track	441.75	644.57	663.42	1086.32	1105.17
Branches, or other roads, single track.....	306.99	29.15	29.15	336.14	336.14
Total single track.....	748.74	673.72	692.57	1422.46	1441.31
Second track on main line.....	441.75	384.89	384.89	826.64	826.64
Second track branches or other roads.....	45.99	.....	.....	45.99	45.99
Total second track.....	487.74	384.89	384.89	872.63	872.63
Third track on main line.....	318.60	3.85	3.85	317.45	317.45
Fourth track on main line.....	294.92	3.85	3.85	298.77	298.77
Total third and fourth tracks.....	608.52	7.70	7.70	616.22	616.22
Sidings and turnouts on main line.....	561.55	196.54	196.54	758.09	758.09
Grand total of tracks, sidings and turnouts..	2406.55	1262.85	1291.70	3669.40	3688.25
Laid with steel rail, main line .....	.....	.....	.....	.....	1991.70
Laid with steel rail, branches or other roads	.....	.....	.....	.....	1323.05
Laid with iron rail, branches or other roads..	.....	.....	.....	.....	374.50

Weight of rails per yard, steel, maximum, 80 lbs., minimum, 65 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with crushed rock and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owued or leased.
Athens Branch.....	Schenectady Junct'n	Athens.....	40.29	40.29	Owued.
Troy and Schenectady Branch.....	Troy.....	Schenectady.....	21.00	21.00	Owued.
Auburn Branch.....	Syracuse.....	Rochester.....	104.00	104.00	Owued.
Attica Branch.....	Batavia.....	Attica.....	11.00	11.00	Owued.
Niagara Falls Branch.....	Rochester.....	Niagara Falls.....	74.75	74.75	Owued.
Lockport Branch.....	Lockport Junction.....	Tonawanda.....	12.25	12.25	Owued.
Charlotte Branch.....	Rochester Junction.....	Charlotte.....	5.88	5.88	Owued.
Lewiston Branch.....	Buffalo.....	Lewiston.....	29.15	29.15	Owued.
Buffalo Branch.....	East Buffalo.....	North Buffalo.....	7.67	7.67	Owued.
Lyons Branch.....	Geneva.....	Lyons.....	14.00	14.00	Owued.
Troy and Greenbush Branch.....	East Albany.....	Troy.....	6.00	6.00	Leased.
Spuyten Duyvil Branch.....	Harlem Junction.....	Spuyten Duyvil.....	6.04	6.04	Leased.
Canandaigua Branch.....	Canandaigua.....	Tonawanda.....	98.46	98.46	Leased.
Harlem Branch.....	New York.....	Chatham.....	128.96	128.96	Leased.
Lake Mahopac.....	Golden's Bridge.....	Lake Mahopac.....	7.09	7.09	Leased.
West Shore Branch.....	Weehawken.....	Buffalo.....	407.11	425.96	Leased.
Athens Branch.....	Athens.....	Coxsackle.....	6.16	6.16	Leased.
Albany Branch.....	Coxsackle Junction.....	Albany.....	11.46	11.46	Leased.
Guilderland Branch.....	Fueller's Junction.....	Schenectady Junct.....	4.44	4.44	Leased.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges.....	884	94,902	897	95,317
Wooden bridges.....	260	19,180	264	19,486
Wooden trestles.....	279	62,150	284	63,517
Total.....	1,423	176,182	1,445	178,300

EQUIPMENT.	No. owned.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	
				No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	49	174,000	.....	.....	.....
Locomotives, 6 drivers.....	35	131,000	.....	20	.....
Locomotives, 4 drivers.....	769	172,000	.....	293	.....
Total.....	853	.....	.....	313	.....
First-class passenger cars.....	589	40,000	15	589	589
Second-class passenger cars.....	148	35,000	15	148	148
Baggage, mail and express cars.....	203	32,000	15	203	203
Total.....	940	.....	.....	940	940
Box freight cars.....	21,733	22,000	10	.....	3,000
Stock freight cars.....	2,548	18,000	10	.....
Coal freight cars.....	4,176	19,000	10	.....
Flat freight cars.....	3,417	17,000	10	.....
Caboose, 4-wheel cars.....	107	9,000	10	.....
Caboose, 8-wheel car.....	187	16,000	10	.....
Service cars.....	112	15,000	10	.....	.....
Total.....	32,280	.....	.....	.....	3,000

Westinghouse train brake, and Miller, and Ames' couplers are used on cars; have some Janney couplers now being changed to Miller's.

Point switches are mainly used on this road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Length of steel rails laid during year in repairs	85.87	85.87
Length of iron rails laid during year in repairs	0.25	0.24
Railroads crossing road at grade	44	44
Railroads crossing road over or under grade	87	87
Highway crossings at grade without protection	980	980
Highway crossings at grade protected by gates or flagmen ..	371	371
Highway crossings over or under grade	292	295
Overhead obstructions less than 20 feet above track	255	255

Passenger cars are heated by Spear, Baker, and Searle heaters, lighted with oil and candles, and ventilated by end and side ventilators.

The American and National Express Companies run over this line; the terms, conditions and rates vary with speed and accommodation furnished.

The New York Central Sleeping Car Company runs over this line; the railroad company provides fuel, lights, ice, and lubricates, and replaces broken glass in windows, doors and ventilators, and keeps the outside clean. The sleeping car company sells its own tickets at its established rates.

The so-called Red, White, Blue, Canada Southern, Nickel Plate, Midland, Merchants' Despatch, Milwaukee and Michigan, West Shore, Globe and Hoosac Tunnel, eleven in all, Freight or Transportation Companies run over the line of the road. Cars so lettered are simply set apart to run to certain points in common with cars set apart by other railroad companies, the ownership of the cars remaining specific in each railroad company, with the exception of the Merchants' Despatch, which is a stock company and owns its cars and receives a commission on the business it contributes, which is variable, according to circumstances; the stock is chiefly owned by the railroad companies over whose lines it runs; as to repairs, all the cars in lines except Merchant's Despatch, are treated by owners, same as any other cars, and the Merchants' Despatch pays railroad companies for all of its repairs.

United States mails are carried at certain rates per mile, based on weight, usually taken once in four years.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	789,208	6
Grain	1,737,359	14
Meats and provisions	273,810	2
Live stock	495,174	4
Lumber	954,724	8
Pig and bar iron and steel	380,194	3
Iron or other ores	218,234	2
Coal and coke	2,905,492	23
Petroleum and other oils	255,599	2
Manufactures	1,793,672	14
All other merchandise	1,759,832	14
All other agricultural products	988,458	7
All other articles not included above	184,774	1
Total	12,636,435	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	27	6	33
Employees	253	33	286
Others	116	147	263
Total	396	186	582

EMPLOYEES.

Average number of persons employed (including officials) during year 19,200
 Aggregate amount of salaries and wages paid them during year.....\$10,502,460 01

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CORNELIUS VANDERBILT..	Chairman of the Board,	Grand Central Depot, N. Y. city.
CHAUNCEY M. DEPEW....	President	Grand Central Depot, N. Y. city.
CHARLES C. CLARKE	1st Vice-President	Grand Central Depot, N. Y. city.
HORACE J. HAYDEN	2d Vice-President and	
	Gen. Traffic Manager,	Grand Central Depot, N. Y. city.
E. V. W. ROSSITER	Treasurer	Grand Central Depot, N. Y. city.
E. D. WORCESTER	Secretary	Grand Central Depot, N. Y. city.
ISAAC P. CHAMBERS	Comptroller	Grand Central Depot, N. Y. city.
JOHN M. TOUCEY	Gen'l Superintendent..	Grand Central Depot, N. Y. city.
WALTER KATTE	Chief Engineer	Grand Central Depot, N. Y. city.

DIRECTORS OF THE COMPANY.

<i>Nas.</i>	<i>Residence.</i>
CORNELIUS VANDERBILT	New York city.
WILLIAM K. VANDERBILT	New York city.
FREDERICK W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
CHARLES C. CLARKE	New York city.
HORACE J. HAYDEN	New York city.
SAMUEL F. BARGER	New York city.
J. PIERPONT MORGAN	New York city.
CYRUS W. FIELD	New York city.
WILLIAM BLISS	Boston, Mass.
ERASTUS CORNING	Albany, N. Y.
GEORGE C. BUELL	Rochester, N. Y.
SHERMAN S. JEWETT	Buffalo, N. Y.

Title of company, The New York Central and Hudson River Railroad Company.

General office at Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in April.

For information concerning this report, address The New York Central and Hudson River Railroad Company, New York city.

NEW YORK CENTRAL, HUD. RIVER AND FORT ORANGE. 389

NEW YORK CENTRAL, HUDSON RIVER AND FORT ORANGE.

(Date of charter, September 1, 1884.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	1,000	\$10,000	.....
Issued on account of construction and now outstanding.....	200	2,000	\$2,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$2,000 00
EQUIPMENT.		
Locomotive.....		2,500 00
Grand total cost of road and equipment		\$4,500 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$2,280 00
Less operating expenses (excluding all taxes)	2,224 21
Surplus for year ending September 30, 1886	\$55 79

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

<i>Miscellaneous, as follows, viz.:</i>	
Contract with Fort Orange Paper Company.....	\$2,280 00

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>	
Repairs of track.....	} \$286 85
Repairs of roadbed.....	
Repairs of bridges (including culverts and cattle-guards).....	
Repairs of stations, shops, docks, etc.....	
Repairs of fences.....	
Other expenses for maintenance of way and structures.....	
<hr/>	
<i>Maintenance of equipment :</i>	
Repairs of locomotive	} \$353 50
Repairs of car	
Repairs of machinery and tools.....	
Other expenses for maintenance of equipment.....	
<hr/>	
<i>Conducting transportation :</i>	
Wages of conductors and men.....	\$1,139 83
Wages of engineers and firemen.....	404 08
Fuel for locomotive	86 50
Total.....	<hr/> \$1,579 86

General expenses:

General office expenses and supplies	\$4 50
Grand total operating expenses	<u>\$2,224 21</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$2,000 00
Cost of equipment	2,500 00
<i>Other permanent investments, as follows, viz.:</i>	
Capital stock subscribed but not paid in	8,000 00
<i>Current assets, as follows, viz.:</i>	
Open accounts, Fort Orange Paper Company	55 79
	<u>\$12,555 79</u>

LIABILITIES.

Capital stock	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts, Fort Orange Paper Company	2,500 00
Profit and loss (surplus)	55 79
	<u>\$12,555 79</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Total feet, all
in N. Y. State.

Main line from Castleton to Fort Orange Paper Mill, Schodack, single track	3,168
--	-------

EQUIPMENT.	No. owned.	No. leased.	Average cost of each.	Maximum weight of each.
Locomotive, 4 drivers	1	.....	\$2,500	50,000
First-class passenger car .....	.....	1	.....	.....

MISCELLANEOUS STATISTICS.

ITEM.

Entire line all
in N. Y. State.

Length of steel rails laid during year in repairs, feet	6,386
Highway crossing at grade without protection	1

Passenger car heated by coal stoves and lighted by oil lamps.

EMPLOYEES

Aggregate amount of salaries and wages paid them during year	<u>\$1,225 68</u>
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
C. C. WOOLWORTH	President and Treasurer	Castleton, N. Y.
G. P. JENKS	Vice-President	Castleton, N. Y.
C. C. WOOLWORTH, JR.	Secretary	Castleton, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
C. C. WOOLWORTH	Castleton, N. Y.
JOHN S. GRAHAM	New York city.
W. P. SHEPPFIELD	Saugerties, N. Y.

NEW YORK CENTRAL, HUD. RIVER AND FORT ORANGE. 391.

<i>Name.</i>	<i>Residence.</i>
FRANK B. KING.....	New York city.
SAMUEL B. WOOLWORTH.....	New York city.
C. C. WOOLWORTH, JR.....	Castleton, N. Y.
W. H. BUNCE.....	New York city.
CARROLL TILTON.....	New York city.
HENRY E. JONES.....	New York city.
J. H. FINK.....	New York city.
JOHN C. WHITEFORD.....	Castleton, N. Y.
O. M. BIRD.....	Castleton, N. Y.
S. C. MCKOWN.....	Castleton, N. Y.
G. P. JENKS.....	Castleton, N. Y.

Title of company, New York Central, Hudson River and Fort Orange Railroad Company.
 General office at Castleton, N. Y.
 Date of close of fiscal year, January 1.
 For information concerning this report, address C. C. Woolworth, President.

NEW YORK CENTRAL NIAGARA RIVER.

OPERATED BY THE NEW YORK CENTRAL AND HUDSON RIVER.

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	1,500	\$150,000	.....
Issued on account of construction and now outstanding.....	.....	28,100	\$28,100
Capital stock subscribed.....			\$104,900
Number of stockholders.....			25

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$8,480 00
Superstructure (including ties) and rails.....	13,826 55
Land, land damages and fences.....	5,620 00
Engineering expenses.....	223 45
Total cost of road.....	\$28,100 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$28,100 00
LIABILITIES.	
Capital stock.....	\$28,100 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. TILLINGHAUST.....	President.....	Buffalo, N. Y.
W. H. GRIMES.....	Secretary and Treasurer.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
J. TILLINGHAST.....	Buffalo, N. Y.
C. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
C. M. DEPEW.....	New York city.
E. D. WORCESTER.....	New York city.
W. H. GRIMES.....	Buffalo, N. Y.
J. W. TILLINGHAST.....	Buffalo, N. Y.
F. D. STOWE.....	Buffalo, N. Y.
C. W. POLLARD.....	Albany, N. Y.

Title of company, New York Central Niagara River Railroad Company.

General office at Buffalo, N. Y.

For information concerning this report, address J. Tillinghast, President.

NEW YORK, CHICAGO AND ST. LOUIS.

REPORT OF COMPANY — SEE ALSO REPORT OF RECEIVER.

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	280,000	\$28,000,000	220,000	\$22,000,000
Issued on account of construction....	220,000	22,000,000	220,000	22,000,000
Issued for floating debt.....	60,000	6,000,000	.....	.....

Grand total of common and preferred stock now outstanding.....	\$50,000,000
Number of stockholders	1,228

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.	Dec. 1, 1881	40	6 p.c.	June & Dec.	\$15,000,000	\$15,000,000
Sec. mortgage bonds.	Mar. 1, 1883	40	6	Mar. & Sept.	10,000,000	1,048,000
Equipment bonds	Apr. 1, 1882	..	7	April & Oct.	4,000,000	4,000,000
Total .....	.....	.....	.....	.....	\$29,000,000	\$20,048,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$659 62	\$608,250 98
Bridges.....		112,819 87
Superstructure (including ties).....		71,399 98
Rails.....		72,612 18
Land.....		15,000 00
Land damages.....	811 71	150,952 81
Fences.....		58,486 49
Passenger and freight stations.....		193,277 62
Engine and car-houses.....		86,860 44
Shops, machinery and tools.....		264,708 01
Fuel and water stations.....		67,489 11
Engineering expenses.....		26,281 51
Interest and discount charged to construction.....		560,723 49
Road built by contract.....		63,000,000 00
All other items.....		139,670 08
Foreman tool and watch houses.....	133 33	32,812 40
Total cost of road.....	\$1,104 66	\$65,458,344 87
EQUIPMENT.		
Locomotives.....		\$1,411,543 50
Passenger, mail, baggage and express cars.....		295,656 06
Freight and other cars.....	\$876 96	3,728,633 42
Total cost of equipment.....	\$876 96	\$5,436,081 98
Grand total cost of road and equipment.....	\$1,981 62	\$70,894,426 85

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,042,760 00
Deficit for year ending September 30, 1886.....	1,042,760 00

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$1,042,760 00
Deficit up to September 30, 1885.....	\$2,406,827 85
Indebtedness incurred prior to March 28, 1885 (the date of the appointment of the Receiver) ascertained and audited since September 30, 1885.....	45,336 75
Total deficit September 30, 1886.....	2,452,164 60
Total deficit September 30, 1886.....	\$3,494,924 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$65,458,344 87
Cost of equipment.....	5,436,081 98
<i>Other permanent investments, as follows, viz.:</i>	
Bonds of other companies.....	85,754 44
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$49,460 55
Bills receivable.....	1,000 00
Due by agents.....	92 54
Open accounts.....	379,747 91
Materials and supplies March 1, 1885.....	111,698 60
Sundries.....	596,625 26
Total.....	1,138,624 86

Profit and loss (deficiency).....	\$3,494,924 60
	<u>\$75,563,730 75</u>
LIABILITIES.	
Capital stock.....	\$50,000,000 00
Funded debt.....	20,046,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$2,010,270 00
Audited vouchers and pay rolls.....	421,240 79
Open accounts.....	88,534 87
Loans and bills payable.....	2,710,000 00
	<u>5,180,045 16</u>
Indebtedness paid by D. W. Caldwell, Receiver, in excess of assets collected by him.....	337,685 59
	<u>\$75,563,730 75</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. K. VANDERBILT	President.....	New York city.
D. W. CALDWELL	Vice-President.....	Cleveland, O.
F. W. VANDERBILT	Secretary and Treasurer....	New York city.
H. HAMMERSLEY.....	Assistant Treasurer.....	Cleveland, O.
JAMES P. CURRY.....	Auditor.....	Cleveland, O.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. K. VANDERBILT	New York city.
CORNELIUS VANDERBILT.....	New York city.
J. TILLINGHAST.....	New York city.
F. W. VANDERBILT	New York city.
CHAUNCEY M. DEPEW	New York city.
H. MCK. TROMBLEY.....	New York city.
ALLYN COX.....	New York city.
D. W. CALDWELL.....	Cleveland, O.
J. H. WADE.....	Cleveland, O.
CHAS. HICKOX.....	Cleveland, O.
JAMES P. CURRY.....	Cleveland, O.
H. HAMMERSLEY.....	Cleveland, O.
One vacancy.	

Title of company, The New York, Chicago and St. Louis Railway Company.

General office at Cleveland, O.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in May.

For information concerning this report, address James P. Curry, Auditor.

NEW YORK, CHICAGO AND ST. LOUIS.

REPORT OF RECEIVER — SEE ALSO REPORT OF COMPANY.

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Land damages	\$26,165 52	\$31,044 32

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$3,595,168 83
Less operating expenses (excluding all taxes)	2,417,817 89
Gross income from all sources	\$1,177,351 44
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	\$293,346 45
Taxes on property used in operation of road.....	121,719 80
	415,066 25
Surplus for year ending September 30, 1886	\$762,285 19

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$762,285 19
Surplus up to September 30, 1885.....	111,968 73
Total surplus September 30, 1886	\$874,253 92

DETAILED STATEMENT OF RENTALS.

Rental of terminal facilities.....	\$89,959 40
Rental of equipment.....	206,387 05
Total amount of rentals deducted from income.....	\$293,346 45

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total
Freight, through.....	\$2,092,968 76		
Freight, local	1,194,882 26		
		\$3,287,851 02	\$3,287,851 02
Passengers, through.....	\$38,803 60		
Passengers, local.....	280,109 20		
	\$268,912 80		268,912 80
Mail.....	23,408 96		23,408 96
Express.....	11,285 44		11,285 44
Miscellaneous	1,600 19	2,110 42	3,710 61
Total gross earnings.....	\$305,207 39	\$3,289,961 44	\$3,595,168 83

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$51,552 09	\$271,861 80	\$323,413 89
Steel rails laid	493 91	2,604 66	3,098 57
Iron rails laid	42 88	225 88	268 71
Repairs of bridges (including culverts and cattle-guards).....	10,255 48	54,082 51	64,337 99
Repairs to stations, shops, docks, etc.....	4,655 91	24,553 00	29,208 91
Repairs of fences.....	990 22	5,221 97	6,212 19
Other expenses for maintenance of way and structures.....	5,217 48	27,514 52	32,732 00
Total	\$78,207 92	\$363,063 84	\$459,271 76
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$12,537 43	\$95,837 92	\$108,375 35
Repairs of cars.....	15,333 13	137,660 42	152,993 55
Repairs of machinery and tools.....	2,582 92	13,455 46	16,038 38
Other expenses for maintenance of equipment	6,325 80	33,359 27	39,685 07
Total.....	\$36,779 28	\$280,313 07	\$317,092 35

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$21,342 80	\$154,435 41	\$175,838 01
Wages of engineers and firemen.....	34,652 65	188,683 21	223,335 86
Fuel for locomotives.....	14,821 77	217,377 07	232,198 84
Oil and waste.....	1,979 78	21,315 28	23,295 06
Water supply.....	8,569 90	18,825 99	22,395 89
Other train supplies or expenses.....	1,938 84	10,221 91	12,160 25
Wages of station agents and clerks.....	22,042 98	170,477 26	192,520 24
Wages for labor at stations.....	3,330 99	104,907 13	108,238 12
Station supplies.....	1,851 00	7,434 40	9,285 40
Wages of watchmen, flagmen and switchmen.....	7,892 65	142,634 20	150,526 85
Other expenses for conducting transportation.....	8,320 73	79,901 94	88,222 67
Total.....	\$121,743 39	\$1,116,268 80	\$1,238,007 19
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$17,550 34	\$92,552 18	\$110,102 52
General office expenses and supplies.....	567 49	2,992 68	3,560 17
Stationery and printing.....	3,824 64	20,169 34	23,993 98
Outside agencies and advertising.....	10,004 80	76,449 72	86,454 02
Legal expenses.....	2,953 72	15,576 54	18,530 26
Loss and damage of freight and baggage.....	70 00	6,347 28	6,417 28
Damage to cattle and property.....	52 69	630 36	683 05
Injuries to persons.....	10,655 83	3,648 17	14,304 00
Telegraph maintenance and operation.....	10,594 84	53,996 26	64,591 10
Mileage of cars of other companies (debit balance).....	251 96	62,179 50	62,431 46
Other general expenses.....	1,973 09	10,405 16	12,378 25
Total.....	\$58,498 90	\$344,947 19	\$403,446 09
Grand total operating expenses.....	\$290,229 49	\$2,127,587 90	\$2,417,817 39

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$31,044 32
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$941,621 03
Due by agents.....	101,042 34
Open accounts.....	173,579 04
Materials and supplies.....	105,412 89
Sundries.....	2,276 07
	1,323,931 37
Disbursements on account of the indebtedness of the New York and St. Louis Railway Company in excess of receipts from its assets.....	337,685 59
	\$1,692,661 25

LIABILITIES.

<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls.....	\$392,280 20
Open accounts.....	314,428 56
	\$706,708 76
Value of supplies on hand March 28, 1885.....	111,698 60
Profit and loss (surplus).....	874,253 92
	\$1,692,661 28

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	17, 287	438, 035	455, 322
Number of passengers carried one mile	3, 017, 907	13, 370, 608	16, 388, 515
Number of tons of freight carried....	1, 100, 976	870, 104	1, 971, 080
Number of tons of freight carried one mile	400, 974, 687	225, 842, 495	626, 817, 182
Passenger train mileage		469, 658	469, 658
Freight train mileage.....	2, 161, 364	315, 219	2, 476, 583
All other train mileage.....		804, 033	804, 033
Total train mileage.....	2, 161, 364	1, 588, 910	3, 750, 274

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$305, 307 39	\$290, 229 49	\$14, 977 90
Average per passenger carried	8703	6374	0329
Average per passenger per mile	01862	01771	00091
Average per passenger train per mile.	6498	6179	0319
Freight earnings and expenses (including miscellaneous earnings).....	3, 289, 961 44	2, 127, 587 90	1, 162, 373 54
Average per ton of freight carried ...	1 669	1 0793	5896
Average per ton of freight per mile...	00525	00338	00187
Average per freight train per mile....	1 8238	8594	4694

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 1.06	Cents. 1.70	Cents. 1.60
Average rate received per mile for carrying passengers, second-class.....	1.75	1.83	1.80
Average rate received per mile for carrying passengers, all classes	1.28	1.72	1.64
Average rate received per mile per ton for carrying freight, all classes.....	0.521	0.529	0.524

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Buffalo, Erie Junction, to Grand Crossing, Ill., single track	68.07	512.52	.....	.....	68.07	512.52
Use tracks of other companies.....	.....	.....	1.60	10.50	1.60	10.50
Total single track.....	68.07	512.52	1.60	10.50	69.67	523.02

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Second track on main line .....	.....	6.24	.....	.....	.....	6.24
Sidings and turnouts on main line	10.24	98.58	.....	.....	10.24	98.58
Grand total of tracks, sidings and turnouts	78.81	617.34	1.60	10.50	79 91	627 84
Laid with steel rail, main line.	68.07	512.52	.....	.....	68.07	512.52
Laid with steel rail, branches or other roads .....	.....	.....	1.60	10.50	1.60	10.50

Weight of rails per yard — steel, maximum, 60 lbs., minimum, 56 lbs.; iron, maximum, 56 lbs., minimum, 25 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Miles laid with steel rail.
New York, Lake Erie and Western.....	In Buffalo.....	.....	1.60	1.60	1.60
Lake Shore and Michigan Southern	Grand Crossing	Chicago, Ill.....	.....	5.90	5.90

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	11	Feet. 2,558	87	Feet. 16,118
Wooden bridges	8	120	21	2,188
Wooden trestles	40	8,862	394	59,991
Total	54	11,041	462	78,292

EQUIPMENT.	Number leased.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	80	\$14,700	149,000	10	26	.....
Locomotives, 4 drivers	78	11,900	120,000	10	28	.....
Total	108	.....	.....	.....	53	.....
First-class passenger cars	26	\$6,615	42,000	10	28	28
Second class passenger cars	10	5,587	42,000	10	10	10
Baggage, mail and express cars	14	4,176	50,000	10	14	14
Total	50	.....	.....	.....	50	50

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

	Number leased.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Box freight cars	5,000	\$520	31,000	8	.....	.....
Stock freight cars	700	525	21,000	8	.....	.....
Coal freight cars	210	445	17,000	8	.....	.....
Flat freight cars	1,200	450	16,000	8	.....	13
Caboose, 8-wheel cars	80	900	22,000	8	.....	.....
Service cars	5	1,565	28,000	8	.....	.....
Total	7,185	.....	.....	.....	.....	13

Westinghouse air brake and Miller platform and coupler are used on passenger cars.
Split and stub switches are both used on main line and stub switches in yards.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Length of steel rails laid during year in repairs, miles	1.05	2.05
Railroads crossing road at grade	5	44
Railroads crossing road over or under grade	1	10
Highway crossings at grade without protection	94	317
Highway crossings at grade protected by gates or flagmen ..	7	44
Highway crossings over and under grade	7	39
Overhead obstructions less than 20 feet above track	2	31

Passenger cars are heated by Johnson hot water heaters, lighted by Hicks, & Smith's lamps with 300° mineral seal oil and ventilated by deck end doors.

The American Express Company runs over this line; on tonnage between Cleveland and Chicago this railway receives at the rate of six cents per ton per mile, and on tonnage between Cleveland and Buffalo, \$200 per month.

The following transportation companies run over this line: No. 1, Lackawanna Line; No. 2, Traders' Despatch; No. 3, Nickel Plate Line; No. 4, White Line Central Transit Co.; No. 5, Merchants' Despatch Transportation Company. Nos. 1, 2, 3 and 4, are co-operative lines owned by the companies over whose roads they run. No. 5 is a stock company, and receives the current rate of mileage on its cars and a commission on all freight secured for the railroad companies.

The yearly compensation allowed this railway for the transportation of mails is \$23,433.96.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	46,034	2.34
Grain	873,478	19.20
Meats and provisions	105,363	5.34
Live stock	123,882	6.28
Lumber	247,942	12.59
Pig and bar iron and steel	11,005	.56
Iron or other ores	1,194	.05
Coal and coke	320,700	16.27
Petroleum and other oils	37,450	1.90
All other manufactures	301,233	15.30
All other merchandise	123,340	6.26
All other agricultural products	197,023	9.91
All other articles not included above	77,436	4.00
Total	1,971,080	100

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	11	15	26
Employees.....	14	1	15
Others.....	4	.....	4
Total.....	29	16	45

EMPLOYEES.

Average number of persons employed (including officials) during year..... 3,379
 Aggregate amount of salaries and wages paid them during year..... \$1,495,737 95

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
D. W. CALDWELL.....	Receiver	Cleveland, O.
LEWIS WILLIAMS.....	General Manager	Cleveland, O.
SAMUEL E. WILLIAMSON	General Counsel	Cleveland, O.
H. HAMMERSLEY.....	Cashier	Cleveland, O.
JAMES P. CURRY.....	Auditor	Cleveland, O.
G. B. SPRIGGS	General Freight Agent.....	Cleveland, O.
B. F. HORNER.....	General Passenger Agent	Cleveland, O.
JNO. MACKENZIE	Supt. of Motive Power	Cleveland, O.
GEO. T. WILLIAMS	Supt. of Telegraph	Cleveland, O.
M. M. RODGERS	Purchasing Agent.....	Cleveland, O.

General office at Cleveland, O.

Date of close of fiscal year, December 31.

For information concerning this report, address James P. Curry, Auditor.

NEW YORK CITY AND NORTHERN.

(Date of charter, March 1, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	80,000	\$3,000,000	
Issued for actual cash.....	3,500	\$350,000	\$350,000
Issued on account of construction.....	8,800	880,000	.....
Issued for N. Y., W. and Putnam interest ..	13,700	1,370,000	.....
Issued for W. S. and Yonkers stock.....	3,900	390,000	.....
Total now outstanding	29,900	\$2,990,000	.....

Number of stockholders

NEW YORK CITY AND NORTHERN.

401

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.*			
†First mort. coup..	MAY 1, 1878	30	p.c. 7	May 1, 1908	\$1,800,000	\$264,000	.....
‡Consol. mortgage	MAY 1, 1890	30	6	May 1, 1910	4,000,000	3,697,000	.....
Issued in acquisition of N Y., W. and P. Int. ....	.....	.....	.....	.....	\$500,000	\$3,961,000	.....
Issued in acquisition of W. S. and Y. Ry. Int. ....	.....	.....	.....	.....	1,142,500	.....	.....
Issued for construction ....	.....	.....	.....	.....	1,000,000	2,642,500	.....
						\$1,318,500	\$899,483 13

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$8,078 93	\$868,110 57
Bridges .....	.....	259,781 18
Superstructure (including ties)	14,116 09	1,053,109 88
Land damages	1,864 98	336,598 95
Passenger and freight stations	8,691 55	102,727 82
Shops, machinery and tools	608 21	46,676 18
Engineering expenses .....	.....	199,393 80
Interest and discount charged to construction .....	.....	833,847 38
Purchase of constructed road .....	.....	1,875,500 00
Wharfing	749 95	25,372 40
Terminal grounds, yards and structures .....	.....	343,274 63
Total cost of road	\$34,104 66	\$5,944,892 79
EQUIPMENT.		
Locomotives .....	.....	\$69,153 54
Mail, baggage and express cars .....	.....	38,063 25
Freight and other cars .....	.....	71,000 70
Barges, floats and tugs	\$8,500 00	8,500 00
Total cost of equipment	\$8,500 00	\$186,717 49
Grand total cost of road and equipment .....	.....	\$6,131,110 28

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New sidings and extension of old ones as follows: High Bridge, 1,438 feet; Morris' Dock, 450 feet; Elmsford, 863 feet; Odells, 615 feet; Merritts, 567 feet; Whitsons, 660 feet; Fordham Heights, 390 feet; Ardsley, 700 feet; Van Cortlandt, 240 feet; South Yonkers, 210 feet; Stone Arch Bridge, 253 feet; Carmel, 540 feet; Birdsalls, 711 feet; Yorktown, 683 feet. Turn-table High Bridge; water tank, Cornells; strengthened two bridges; Tilly Foster coal platform; High Bridge housing dock engine; waterway; machine shop; culvert; Cornell paint shop; interlocking switches and apparatus, 155th street; car

* Should state months when interest is payable.—*R. R. Commissioners.*

† These bonds, of which \$1,800,00 were issued, have been retired, except the amount reported outstanding, viz.: \$264,000.

‡ Bonds of the consolidated mortgage are reserved in the hands of the trustees thereof for redemption of the \$264,000 bonds outstanding.

scale; High Bridge tool house on dock; retaining wall at High Bridge car cleaners' house; High Bridge ash pit, Tarrytown Heights; new fences High Bridge to North Yonkers; new derrick High Bridge; oil room, High Bridge; ash pit, Mahopac; two cross overs, High Bridge; pile driver; new abutments of bridge, Tarrytown Heights; culverts, Sleepy Hollow; aqueduct at West Somers; retaining wall Carmel; culvert, South Yonkers; freight house, Yorktown; trestle filled, Croton Lake; embankments widened, trestle filled, West Branch; sloping cuts, ditching and widening embankments; retaining wall at Carmel.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$523,351 23
Less operating expenses (excluding all taxes).....	412,275 23
Net earnings from operation	\$111,076 00
<i>Income from other sources, as follows, viz.:</i>	
Excess fares.....	116 50
Gross income from all sources	\$111,192 50
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$240,300 00
Rentals.....	1,000 00
Taxes on property used in operation of road.....	10,816 18
Taxes on earnings and capital stock.....	2,504 49
	254,120 62
Deficit for year ending September 30, 1886.....	\$142,928 12

DETAILED STATEMENT OF RENTALS.

West Side and Yonkers Railway Company	\$1,000 00
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$107,515 64		
Freight, local	238,555 26		
		\$346,070 90	\$346,070 90
Passengers, through.....	\$8,682 48		
Passengers, local.....	163,656 81		
	\$172,339 24		172,339 24
Mail	3,035 76		3,035 76
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph	641 72	305 09	
Privileges	593 29	282 05	
Wharfage	56 39	26 79	1,905 33
Total gross earnings.....	\$176,666 40	\$346,684 38	\$523,351 23

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	\$14,375 99	\$6,834 50	\$21,210 49
Steel rails laid, 500 tons, cost, \$17,145 17			
Less value of old rails taken up.....	8,143 55		
	\$9,001 62		
Repairs of roadbed.....	28,861 10	18,483 21	41,844 31
Repairs of bridges (including culverts and cattle-guards).....	1,338 80	636 49	1,975 29
Repairs of stations, shops, docks, etc.....	4,498 09	2,138 44	6,636 53
Repairs of fences	920 22	487 47	1,357 69
Other expenses for maintenance of way and structures	3,913 20	1,860 39	5,773 59
Total	\$53,507 40	\$25,890 50	\$78,797 90

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$14,813 25	\$6,804 66	\$21,117 91
Repairs of cars	17,394 86	8,269 46	25,663 82
Repairs of machinery and tools	504 32	239 76	744 08
Total	\$32,211 93	\$15,813 88	\$47,525 81
<i>Conducting transportation :</i>			
Wages of conductors and men	\$19,583 22	\$9,810 05	\$28,893 27
Wages of engineers and firemen	18,768 44	8,922 70	27,691 14
Fuel for locomotives	33,726 02	16,033 70	49,759 72
Oil and waste	1,882 41	894 92	2,777 33
Water supply	1,929 80	917 45	2,847 25
Other train supplies or expenses	2,594 40	1,238 41	3,827 81
Wages of station agents and clerks	17,062 33	8,111 59	25,173 92
Wages for labor at stations	11,103 61	5,278 78	16,382 39
Station supplies	1,909 28	907 67	2,816 95
Wages of watchmen, flagmen and switchmen	10,631 47	5,054 29	15,685 76
Other expenses for conducting transportation	42,703 27	20,301 54	63,004 81
Total	\$161,994 25	\$76,966 10	\$238,860 35
<i>General expenses :</i>			
Salaries of general officers and clerks	\$13,495 47	\$6,415 88	\$19,911 35
General office expenses and supplies	1,056 82	501 91	1,558 73
Stationery and printing	2,901 39	1,277 95	4,279 34
Outside agencies and advertising	1,847 71	640 07	1,987 78
Legal expenses	5,633 10	2,675 81	8,308 41
Loss and damage of freight and baggage	703 66	334 18	1,037 84
Damage to cattle and property	368 50	175 01	543 51
Injuries to persons	296 15	140 65	436 80
Telegraph maintenance and operation	2,232 59	1,060 81	3,292 90
Mileage of cars of other companies (debit balance)	2,632 86	1,250 42	3,883 28
Other general expenses	1,255 13	596 10	1,851 23
Total	\$31,923 88	\$15,167 79	\$47,091 17
Grand total operating expenses	\$279,436 96	\$132,838 27	\$412,275 23

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$5,944,392 79
Cost of equipment	186,717 49
<i>Other permanent investments, as follows, viz. :</i>	
Stock of other companies	400,000 00
Bonds of other companies	1,142,500 00
West Side and Yonkers Railway Company	187,409 16
Coupon interest	1,061,342 50
Profit and loss, 1880 and 1881	1,782 14
Profit and loss, 1881 and 1882	73,574 53
<i>Current assets, as follows, viz. :</i>	
Cash on hand	\$71,513 59
Due by agents	6,661 50
Open accounts	233,456 56
Materials and supplies	26,099 29
	337,730 94
Profit and loss (deficiency)	142,928 12
	\$9,428,377 67

LIABILITIES.

Capital stock.....	\$3,000,000 00
Funded debt.....	3,961,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	1,181,662 50
Audited vouchers and pay-rolls	188,229 77
Open accounts.....	37,232 96
Loans and bills payable	1,013,183 69
Fractional bonds.....	1,199 50
Profit and loss, 1882 and 1883.....	4,788 08
Profit and loss, 1883 and 1884.....	5,926 89
Profit and loss, 1884 and 1885.....	35,154 33
	\$9,438,377 67

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	13,114	1,097,985	1,111,049
Number of passengers carried one mile.....	387,009	7,299,835	7,686,844
Number of tons of freight carried.....	68,125	241,120	309,255
Number of tons of freight carried one mile	3,958,968	7,608,589	11,567,577
Passenger train mileage.....	81,479	162,952	244,431
Freight train mileage.....	38,726	77,452	116,178
All other train mileage.....		29,575	29,575
Total train mileage	120,205	269,979	390,184

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$176,666 40	\$279,436 96	\$102,770 56
Average per passenger carried	1590	2515	0925
Average per passenger per mile.....	023	0363	0133
Average per passenger train per mile.....	7229	1 14	4171
Freight earnings and expenses (including miscellaneous earnings).....	346,684 83	132,838 27	Profit. 213,846 56
Average per ton of freight carried....	1 13	4295	6905
Average per ton of freight per mile ..	0299	0115	0184
Average per freight train per mile....	2 98	1 15	1 84

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents.	Cents.	Cents. *2.80
Average rate received per mile per ton for carrying freight, all classes.....	2.72	3.14	2.99

*Should be 2.24.— R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from High Bridge to Brewster's, single track.....	52.90	1.16	54.06
Second track on main line .....	.....	1.16	1.16
Grand total of tracks	52.90	2.32	55.22
Laid with steel rail, main line.....	45.20	1.16	46.36
Laid with iron rail, main line.....	7.70	.....	7.70

Average life of rails — iron, 4 years; weight of rails per yard — steel, maximum, 60 lbs., minimum 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone, sand and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
West Side and Yonkers'.....	Eighth ave. and 150th street....	High Bridge.....	1.16	Leased..	1.16	1.16

BRIDGES.

	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	30	<i>Feet.</i> 3,056
Wooden bridges.....	10	178
Wooden trestles	11	3,227
Total.....	51	6,461

EQUIPMENT.

	No. owned.	No. leased.	Total number.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	.....	4	4	181,100	.....	.....
Locomotives, 4 drivers	8	5	13	50,000 123,000	11	.....
First-class passenger cars.....	8	12	20	40,000 26,000	20	14
Baggage, mail and express cars	3	2	5	40,000	5	5
Total	11	14	25	.....	25	19

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Box freight cars.....	29	44	73	18,750	.....	.....
Stock freight cars.....	.....	5	5	17,350	.....	.....
Coal freight cars.....	74	75	149	16,050	.....	.....
Flat freight cars.....	11	25	36	14,500	.....	.....
Caboose, 8-wheel cars.....	1	1	2	{ 18,750 17,000 }	.....	.....
Total.....	115	150	265	.....	.....	.....

Vacuum brake used on rapid transit cars; Westinghouse automatic brake on regular passenger cars; hand brake on freight cars.

Split switch used almost entirely; a few Wharton switches are used.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph operated by company, miles.....	56.80
Length of steel rails laid during year in repairs, miles.....	5.20
Length of iron rails laid during year in repairs, miles.....	1.49
Railroad crossing road at grade.....	1
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	19
Highway crossings at grade protected by gates or flagmen.....	16
Highway crossings over or under grade.....	10
Overhead obstructions less than 20 feet above track.....	9

Passenger cars are heated by Baker heaters and Spear stoves, lighted with oil, and ventilated by transom, deck sash and swivel.

The Northern Express and Parcel Delivery Company runs over this line.

One parlor car is run over this line during the summer months; owned by Northern Parlor Car Company; rate paid, 3 cents per mile run; additional charge to passengers, about one cent per mile.

Amount paid to said company, \$338.05.

Receive from United States Government for transportation of mails \$55.58 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

	Tonnage.
Flour.....	893
Grain.....	15,836
Meats and provisions.....	1,181
Live stock.....	917
Lumber.....	4,016
Pig and bar iron and steel.....	1,558
Iron or other ores.....	79,768
Coal and coke.....	83,698
Petroleum and other oils.....	2,956
Manufactures.....	29,848
All other merchandise.....	37,515
All other agricultural products.....	14,215
All other articles not included above.....	37,384
Total.....	309,255

NEW YORK CITY AND NORTHERN.

407

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Employees	6	8	9
Others	8	2	5
Total	11	5	16

EMPLOYEES.

Average number of persons employed (including officials) during year.... 427
 Aggregate amount of salaries and wages paid them, during year..... \$235,285 93

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOEL B. ERHARDT.....	Receiver.....	Pier 40, East river, N. Y. city.
ROBT. M. GALLAWAY....	President.....	71 Broadway, N. Y. city.
C. GODDARD.....	Secretary and Treasurer.	40 Wall st., N. Y. city.
E. B. EDWARDS.....	Comptroller and Assist't to Receiver	High Bridge, N. Y. city.
W. H. ROCKWELL	Assistant to Receiver....	Pier 40, East river, N. Y. city.
H. C. WILLETS	Traffic Manager	Pier 40, East river, N. Y. city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
R. M. GALLAWAY.....	New York city.
R. C. LIVINGSTON.....	New York city.
J. F. DE NAVARRO.....	New York city.
C. F. WOERISHOPFER..	New York city.
GEORGE J. FORREST ..	New York city.
LEWIS MAY	New York city.
JNO. P. KENNEDY.....	New York city.
H. F. DIMOCK	New York city.
A. F. DE NAVARRO.....	New York city.
J. J. MCCOOK	New York city.
GEO. S. LESPENASSE ..	New York city.
JOS. S. STOUT	New York city.
ALFONSO DE NAVARRO ..	New York city.

Title of company, New York City and Northern Railroad Company.

General office at Pier 40, East river, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, January 11, 1886.

For information concerning this report, address Henry K. Batcheller, Auditor.

NEW YORK AND CONEY ISLAND

LEWIS.

LEWIS — PROSPECT PARK AND CONEY ISLAND.

Date of charter, February 7, 1873.

For history of organization, see Report of 1885.

CAPITAL STOCK.

	CURRENCY.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding	1,000	\$100,000	\$100,000
Number of stockholders			1

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast		\$5,396 70
Superstructure (including ties)		11,053 85
Rails		15,043 66
Land		12,636 63
Land damages		4,229 99
Fences		2,568 52
Passenger and water stations		8,793 75
Fuel and water stations		3,045 39
Telegraph line		282 97
Wharves and docks		7,363 37
Total cost of road		\$70,677 83
EQUIPMENT.		
Locomotives		\$10,670 00
Passenger cars		18,671 19
Total cost of equipment		\$29,341 19
Grand total cost of road and equipment		\$100,019 02

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

<i>Income as follows, viz.:</i>	
Rent received from the Prospect Park and Coney Island Railroad Company under lease	\$10,000
<i>Payments from income, as follows, viz.:</i>	
Dividends declared, 10 per cent on \$100,000	10,000

GENERAL INCOME ACCOUNT.

Surplus up to September 30, 1885	\$983 89
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NEW YORK AND CONEY ISLAND.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$70,677 88
Cost of equipment.....	29,841 19
<i>Current assets, as follows, viz.:</i>	
Cash on loan with the Prospect Park and Coney Island Railroad Company	964 87
	<u>\$100,983 89</u>

LIABILITIES.	
Capital stock.....	\$100,000 00
Profit and loss (surplus).....	983 89
	<u>\$100,983 89</u>

DESCRIPTION OF ROAD.

TRACK.	Miles owned, all in New York State.
Main line from depot of Prospect Park and Coney Island Railroad Company at West Brighton to Coney Island Point, single track	2.41
Sidings and turnouts on main line.....	.85
Grand total of tracks, sidings and turnouts	<u>3.26</u>
Laid with steel rail, main line.....	<u>2.41</u>

Average life of ties, 8 years; weight of rails per yard, steel, 56 lbs.; iron, 50 lbs.;
gauge of track, 4 feet 8½ inches; ballasted with gravel and loam on white sand roadbed.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ANDREW R. CULVER ...	President	16 Court street, Brooklyn.
ALLAN C. WASHINGTON.	Treasurer.....	16 Court street, Brooklyn.
LYSANDER STACEY.....	Secretary	16 Court street, Brooklyn.
RICH. SCHERMERHORN ..	Engineer and Superintend't..	16 Court street, Brooklyn.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ANDREW R. CULVER.....	Brooklyn, N. Y.
ALLAN C. WASHINGTON.....	New York city.
SIDNEY WEBSTER	New York city.
FREILEY C. NIEBUHR	Brooklyn, N. Y.
THEODORE B. MOORE.....	New York city.
WILLIAM T. REILLY.....	New York city.
ELMORE F. COE.....	New York city.

Title of company, New York and Coney Island Railroad Company.

General office at 16 Court street, Brooklyn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in September.

For information concerning this report, address Andrew R. Culver, President.

NEW YORK AND HARLEM.

LESSOR.

LESSEE — NEW YORK, CENTRAL AND HUDSON RIVER.

See report under Surface Street Railroads.

NEW YORK, LACKAWANNA AND WESTERN.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, August 24, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	100,000	\$10,000,000
Number of stockholders.....		898

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.		INTEREST.	Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage	Dec. 31, 1880	40	6	Jan. & July	\$12,000,000	\$12,000,000
Construction mortgage	Aug. 1, 1883	40	5	Feb. & Aug.	5,000,000	5,000,000
Total					\$17,000,000	\$17,000,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Grading, masonry and ballast.....	\$148,528 44	\$9,466,296 73
Bridges.....		1,921,730 40
Superstructure (including ties).....	9,721 08	6,023,849 91
Rails		
Land.....	10,182 23	5,487,695 50
Land damages.....	833 00	
Fences	4,113 21	314,835 67
Passenger and freight stations.....	2,231 69	
Engine and car houses	4,185 09	249,059 16
Shops, machinery and tools.....	702 90	
Fuel and water stations.....	4,655 68	5,917 59
Engineering expenses.....	1,546 35	139,492 12
Interest and discount charged to construction	33,074 16	76,418 00
Wharfing.....	3,987 66	60,681 19
Cattle and coal yards, etc.....		187,227 23
Total cost of road	\$229,661 44	\$23,933,193 50

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives.....		\$962,835 32
Passenger cars.....		134,700 00
Mail, baggage and express cars.....	\$9,936 00	42,496 00
Freight and other cars.....	64,960 00	2,709,545 20
Total cost of equipment.....	\$74,916 00	\$8,849,576 52
Grand total cost of road and equipment.....	\$304,577 44	\$27,782,770 02

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Filling 457,248 cubic yards of trestling, Buffalo.....	\$142,945 06
Grading, ballasting, etc., on line.....	7,129 73
New and permanent sidings, 2.28 miles.....	9,721 08
Purchase of land, etc.....	11,015 23
New crossing gates and snow fences.....	4,113 21
New docks and wharves, Buffalo.....	3,987 66
New stations, dwellings, shops, shed, etc.....	18,725 81
Interest and discounts.....	32,074 16
	<u>\$229,661 44</u>

Equipment:

Four express cars.....	\$9,936 00
One hundred and fifty box cars.....	63,700 00
Four gondola cars.....	1,000 00
One coal car, 8-wheel's.....	280 00
	<u>74,916 00</u>
Total.....	<u>\$304,577 44</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental paid by lessee directly to stock and bondholders:

Twelve months' interest on stock.....	\$500,000 00
Twelve months' interest on first mortgage bonds.....	720,000 00
Twelve months' interest on second mortgage bonds.....	250,000 00
	<u>\$1,470,000 00</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$23,933,193 50
Cost of equipment.....	3,849,576 52
	<u>\$27,782,770 02</u>
LIABILITIES.	
Capital stock.....	\$10,000,000 00
Funded debt.....	17,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Due lessee for advances.....	782,770 02
	<u>\$27,782,770 02</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES ALL LEASED.	
	In N. Y. State.	Entire length.
Main line from Binghamton to Black Rock, Buffalo, single track.....	200.58	206.99
Branches or other roads, single track.....	7.21	7.21
Total single track.....	207.79	214.20
Second track on main line.....	200.58	206.99
Second track on branches or other roads.....	5.97	5.97
Total second track.....	206.55	212.96
Sidings and turnouts on main line.....	62.04	62.04
Sidings and turnouts on branches or other roads.....	8.78	8.78
Total sidings and turnouts.....	70.82	70.82
Grand total of tracks, sidings and turnouts.....	485.16	497.98
Laid with steel rail, main line.....	468.20	476.02
Laid with steel rail, branches or other roads.....	21.96	21.96

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased?	Miles of double track.	Miles laid with steel rail.
Owego Branch.....	Owego station...	Susquehanna river....	0.50	Owned...	.....	0.50
Buffalo city.....	E. Buffalo Junc.	Erie Basin.....	5.97	Owned...	5.97	5.97
Buffalo city.....	Abbot Road J'n	Lake Shore Junction.	.74	Owned...	.....	.74

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	150	<i>Feet.</i> 19,948	156	<i>Feet.</i> 20,417
Wooden trestle.....	1	659	1	659
Total.....	151	20,607	157	21,076

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake	No. equipped with patent coupler.
Locomotive, 8 drivers.....	1	\$11,850	170,000	15	.....	.....
Locomotives, 6 drivers.....	63	11,428	160,000	15	.....	.....
Locomotives, 4 drivers.....	22	12,210	167,000	15	22	.....
Total.....	83	.....	.....	.....	22	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
First class passenger cars	29	\$4,400	45,000	10	29	29
Baggage, mail and express cars	13	2,700	30,000	10	13	13
Total	42	.....	.....	.....	42	42
Box freight cars	2,802	\$23,100	.....	10	.....	140
Stock freight cars	212	22,100	.....	10	.....	.....
Coal freight cars	783	20,500	.....	10	.....	.....
Flat freight cars	1,000	20,000	.....	10	.....	.....
Caboose, 4-wheel cars	85	10,000	.....	10	.....	.....
Service cars	258	4,500	.....	10	.....	.....
Total	5,000	.....	.....	.....	.....	140

Westinghouse automatic air brake and Miller coupler used on passenger cars, Smith's patent-coupler on 140 freight cars, common hand brake with link coupler on all other freight cars.

Wharton and split switches are used exclusively on main tracks.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Total assessed value of real estate and personal property of company	4,984,270	4,934,300
Railroads crossing road at grade	10	10
Railroads crossing road over or under grade	14	16
Highway crossings at grade without protection	181	185
Highway crossings at grade protected by gates or flagmen ..	27	27
Highway crossings over or under grade	44	49
Overhead obstructions less than 20 feet above track	10	12

Passenger cars are heated by Baker and Spear heaters, lighted by oil lamps and ventilated by most improved transom ventilator.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
SAMUEL SLOAN	President	26 Exchange Place, N. Y. city.
FRED'K H. GIBBONS ...	Vice-President	26 Exchange Place, N. Y. city.
FRED. F. CHAMBERS ..	Secretary	26 Exchange Place, N. Y. city.
ARTHUR D. CHAMBERS.	Treasurer	26 Exchange Place, N. Y. city.
WM. F. HALSTEAD. . .	General Manager	Scranton, Pa.
F. A. SEABERT	Asst. Superintendent	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
SAMUEL SLOAN	New York city.
JOHN J. BLAIR	Blairstown, N. J.
ELIAS S. HIGGINS. . .	New York city.
GEORGE BLISS	New York city.
PERCY R. PYNE	New York city.
BENJ. G. CLARK	Jersey city, N. J.
JAY GOULD	New York city.
SIDNEY DILLON	New York city.
RUSSELL SAGE	New York city.
SOLOM HUMPHREYS ..	Bergen Point, N. J.
JOHN F. DILLON	New York city.
FRED'K H. GIBBONS ..	New York city.

Title of company, New York, Lackawanna and Western Railroad Company.
 General office at Binghamton, N. Y.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, Tuesday preceding last Friday in February.
 For information concerning this report, address Fred. F. Chambers, Secretary and Auditor, Delaware, Lackawanna and Western Railroad Co., New York city.

NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, April 27, 1873.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

The capital stock of this company fixed, by its certificate of incorporation, is as follows:

Common stock.....	\$78,000,000 00
Preferred stock.....	8,536,900 00
	<u>\$86,536,900 00</u>

Under the plan of re-organization forming part of its certificate of incorporation, the capital stock of this company was to be issued in exchange, at par, for stock of the Erie Railway Company upon the payment of certain specified assessments. These assessments have been paid upon the following amounts of stock, viz.:

Common stock.....	\$77,063,800 00
Preferred stock.....	8,156,700 00
	<u>\$85,240,500 00</u>

Of this there has been issued in exchange for stock of the Erie Railway Company:

Common stock.....	\$76,803,700 00
Preferred stock.....	8,147,400 00
	<u>\$84,951,100 00</u>

There is still held awaiting such exchange:

Common stock.....	\$280,100 00
Preferred stock.....	9,300 00
	<u>289,400 00</u>

Stock issued pursuant to the articles of incorporation:

Common stock.....	500,000 00
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Stock unissued and held for disposition pursuant to the articles of incorporation:

Common stock.....	\$416,200 00
Preferred stock.....	380,200 00
	<u>796,400 00</u>

Total amount authorized.....\$86,536,900 00

FUNDED DEBT.

This company owns and now holds the road and franchises of the Erie Railway Company, subject to mortgage, as follows, viz.:

First mortgage bonds mature May 1, 1897.....	\$2,482,000 00
Second mortgage bonds (extended) mature September 1, 1919.....	2,149,000 00
Third mortgage bonds (extended) mature March 1, 1923.....	4,613,000 00
Fourth mortgage bonds (extended) mature October 1, 1920.....	2,938,000 00
Fifth mortgage bonds mature June 1, 1888.....	709,500 00
Buffalo Branch mortgage bonds mature July 1, 1891.....	184,600 00
Consolidated mortgage bonds mature September 1, 1920.....	16,890,000 00
	<u>\$29,957,100 00</u>

Which mortgage debts are included by this company in this statement of its funded debt for reasons which appear above. Pursuant to its certificate of incorporation, this company has created a funded debt as follows, viz.:

First consolidated funded coupon bonds mature September 1, 1920, as far as ascertained.....	\$3,705,977 10
Second consolidated mortgage bonds mature December 1, 1909.....	25,000,000 00
Second consolidated funded coupon bonds mature December 1, 1909.....	8,597,400 00
Re-organization first lien bonds mature December 1, 1908. ...	2,500,000 00
Collateral trust bonds mature Nov. 1, 1922, ...	\$5,000,000 00
Less amount redeemed	726,000 00
	4,274,000 00
Income bonds mature June 1, 1977.....	508,008 00
Funded coupon bonds mature December 1, 1909.....	3,957,900 00
	<u>\$48,543,235 10</u>
Total	<u>\$78,500,365 10</u>

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$203,822 89	\$348,565 51
Bridges.....	314 84	169,748 36
Superstructure (including ties) and rails.....	47,036 65	1,196,142 16
Land, land damages and fences.....	67,395 52	743,201 02
Passenger and freight stations.....	15,061 67	360,808 17
Engine and car houses, shops, machinery and tools.....	8,898 17	781,422 67
Engineering expenses.....	.....	38,293 34
Telegraph line.....	61 49	23,066 84
Wharfing.....	97 23	989 03
Incidentals.....	5,203 51	34,003 69
Second track.....	2,601 65	1,997,122 81
Water transportation, New York harbor, etc.....	.....	274,065 57
Elevator at Buffalo.....	.....	305,542 87
Ship basin and docks, Jersey City.....	*214,528 77	.....
Coal pockets, Buffalo.....	.....	43,243 12
Narrowing gauge of road.....	2,182 56	57,572 71
Lehigh docks, Buffalo.....	.....	137,963 72
Erie coal docks, Buffalo.....	45,000 00	203,344 52
Improvements at East Buffalo.....	.....	329,745 15
Third rail, taking up.....	7,172 26	17,791 56
Third rail.....	.....	931,122 83
Union Bolt Works' property, Paterson.....	*2,365 98	2,282 29
	\$187,953 69	\$7,996,038 04
Less credits for sundry additions and improvements made to the Long Dock Company's property, reimbursed by that company.....	279,179 25	279,179 25
Credit.....	*\$91,225 56	\$7,716,858 79
EQUIPMENT.		
Locomotives.....	\$11,918 13	\$573,853 77
Passenger, mail, baggage and express cars.....	89,822 53	440,581 94
Freight and other cars.....	.....	2,778,099 83
Barges, floats and tugs and narrowing gauge of cars.....	90,815 78	284,785 40
Narrowing gauge of locomotives.....	*62,400 00	967,856 79
Total cost of equipment.....	\$130,151 44	\$5,044,677 73
Grand total cost of road and equipment.....	\$88,925 88	\$12,761,536 52

Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Ballasting road	\$201,477 95
Switches, sidings, extensions, etc.	54,917 78
Stations, Tuxedo Park and Shohola	11,101 11
Other stations, platforms, shops, etc.	4,466 29
Fences and gates	4,593 44
Stone crusher	4,263 16
Third rail, taking up	7,172 26
Signals	1,212 39
Miscellaneous	6,850 86
One locomotive and applying air brakes to others	11,913 13
Nineteen passenger cars	89,822 53
Machinery for Susquehanna shop	1,832 20
Ferry boat	90,815 78
Real estate at Buffalo, Jersey City and Weehawken	106,961 00
	<hr/>
	\$597,399 88
Less credit for sundry additions and improvements to Long Dock Com- pany's property, reimbursed by that company	\$279,179 25
Narrowing gauge of locomotives	62,400 00
Ship basin and docks at Jersey City	214,528 77
Union Bolt Works at Paterson	2,865 98
	<hr/>
	558,474 00
Total	<hr/> <hr/>
	\$38,925 88

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$22,500,047 73
Less operating expenses (excluding all taxes)	16,008,594 60
	<hr/>
Net earnings from operation	\$6,491,453 13
<i>Income from other sources, as follows, viz.:</i>	
Earnings of Pavonia ferries, elevator and docks, Buffalo, Weehawken docks, etc.	\$443,719 28
Rents of Erie buildings and Twenty-third street property ..	28,210 42
Rents and expenses of stock yards and Long Dock property..	40,288 41
Interest on securities and loans	428,894 74
Miscellaneous	10,846 79
	<hr/>
	946,459 64
Gross income from all sources	<hr/>
	\$7,437,912 77
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$4,775,578 39
Rentals	1,215,819 50
Taxes on property used in operation of road	880,043 54
Taxes on earnings and capital stock	102,823 20
Railway Commissioners, expenses of	3,666 12
Commissioners' expenses extending New York and Erie rail- road third mortgage bonds	24,260 00
Interest on equipment mortgages	289,314 68
Guaranteed interest other than on the bonds of the company.	58,314 83
Expenses of Pavonia ferries, elevator and docks, Buffalo, and other charges	549,900 56
Suspension Bridge and Erie Junction, rent	16,803 52
Buffalo and South Western railroad, rent	6,777 48
	<hr/>
	7,423,301 83
Surplus for year ending September 30, 1886	<hr/>
	\$14,610 95

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$14,610 95
Surplus up to September 30, 1885	4,511,723 82
	<hr/>
	\$4,526,334 77
Less dividends paid during the year on stock which was not exchanged when the books were closed in 1881, 1882 and 1883	3,738 00
Total surplus September 30, 1886	<hr/> <hr/>
	\$4,522,596 27

NEW YORK, LAKE ERIE AND WESTERN.

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DETAILED STATEMENT OF RENTALS.

Paterson and Hudson Railroad, annual rental.....	\$48,400 00
Paterson and Ramapo Railroad, annual rental.....	30,000 00
Hoboken Land and Improvement Company, rental.....	5,190 83
Newburgh and New York Railroad, 7 per cent on \$250,000 bonds.....	17,500 00
<i>Buffalo, New York and Erie Railroad:</i>	
Organization expenses.....	\$5,000 00
Seven per cent on \$950,000 stock.....	66,500 00
Seven per cent on \$2,380,000 bonds.....	166,600 00
	238,100 00
Montgomery and Erie Railroad, rental.....	19,916 67
Goshen and Deckertown Railroad, annual rental.....	21,500 00
Hawley Branch Railroad, rental.....	45,000 00
Honesdale Branch Railroad, annual rental.....	21,000 00
Jefferson Branch Railroad, 7 per cent on \$2,000,000 bonds.....	140,000 00
<i>Rochester and Genesee Valley Railroad:</i>	
Six per cent on \$555,200 stock.....	\$33,312 00
Organization expenses.....	700 00
	34,012 00
<i>Avon, Genesee and Mount Morris Railroad:</i>	
Six per cent on \$225,000 stock.....	\$13,500 00
Organization expenses.....	100 00
	13,600 00
Buffalo, Bradford and Pittsburgh Railroad, 7 per cent on \$580,000 bonds...	40,600 00
Lockport and Buffalo Railway, annual rental.....	21,000 00
Bergen County Railroad, 6 per cent on \$200,000 bonds.....	12,000 00
Middletown and Crawford Railroad, annual rental.....	10,500 00
Newburgh and Hudson Railroad, 7 per cent on \$250,000 bonds.....	17,500 00
Long Dock Company, annual rental.....	480,000 00
Total amount of rentals deducted from income.....	\$1,215,819 50

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$5,806,184 48			
Freight, local..... 8,502,045 52			
		\$13,808,180 00	\$13,808,180 00
Passengers, through..... \$796,576 82			
Passengers, local..... 2,647,194 99			
	\$3,443,771 81		3,443,771 81
Mail.....	195,010 59		195,010 59
Express.....	421,815 94		421,815 94
<i>Miscellaneous, as follows, viz.:</i>			
Rents..... \$65,705 86			
Sundries..... 376,511 45			
	183,722 51	808,494 30	442,216 81
Total gross earnings.....	\$4,193,820 85	\$14,116,674 30	\$18,310,495 15

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$477,407 85	\$1,118,950 50	\$1,591,357 85
Steel rails laid, 14,114.396 tons, cost, \$77,029.26.....			
Repairs of bridges (including culverts and cattle-guards).....	66,157 53	154,387 58	220,525 11
Repairs of stations, shops, docks, etc.....	161,196 75	121,556 85	282,753 10
Repairs of fences.....	8,101 78	18,904 03	27,005 76
Other expenses for maintenance of way and structures.....	73,175 25	170,742 24	243,917 49
Total.....	\$786,088 61	\$1,679,520 70	\$2,865,559 81

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$138,710 80	\$371,948 48	\$510,658 73
Repairs of cars	241,732 48	1,233,648 00	1,475,380 48
Repairs of machinery and tools	19,405 76	45,280 11	64,685 87
Other expenses for maintenance of equipment	97,051 04	226,452 46	323,503 50
Total	\$496,899 58	\$1,877,329 05	\$2,374,228 63
<i>Conducting transportation:</i>			
Wages of conductors and men	\$298,060 68	\$742,984 55	\$1,041,045 23
Wages of engineers and firemen	280,473 90	739,004 43	1,019,478 33
Fuel for locomotives	195,472 79	709,721 74	905,194 53
Oil and waste	23,907 68	68,828 03	92,735 71
Water supply	23,877 91	55,715 11	79,593 02
Other train supplies or expenses	108,166 99	120,884 12	229,051 11
Wages of station agents and clerks	117,080 38	510,080 93	627,161 26
Wages for labor at stations	20,623 47	565,193 28	585,816 70
Station supplies	47,021 13	134,631 52	181,652 65
Wages of watchmen, flagmen and switchmen	58,700 33	317,661 89	376,362 22
Other expenses for conducting transportation	42,343 79	827,702 82	870,046 11
Total	\$1,215,729 00	\$4,792,407 87	\$6,008,136 87
<i>General expenses:</i>			
Salaries of general officers and clerks	\$101,554 90	\$289,081 16	\$340,536 05
General office expenses and supplies	13,953 91	44,225 79	63,179 70
Stationery and printing	34,618 89	56,694 27	90,303 16
Outside agencies and advertising	136,019 53	164,572 74	300,592 27
Legal expenses	26,798 71	62,530 32	89,329 03
Loss and damage of freight and baggage	4,224 02	29,541 85	34,065 87
Damage to cattle and property	13,030 58	28,190 46	44,271 04
Injuries to persons	3,319 72	8,192 73	11,512 45
Telegraph maintenance and operation	54,881 89	148,028 52	202,910 41
Mileage of cars of other companies (debit balance)	67,220 21	.....	67,220 21
Other general expenses	5,451 84	12,720 95	18,172 79
Total	\$471,119 20	\$791,028 79	\$1,262,147 99
Grand total operating expenses	\$2,969,786 39	\$9,040,236 41	\$12,010,072 80

GROSS EARNINGS FROM OPERATION.

Earnings as above	\$18,310,495 15
Sixty-eight per cent of earnings of New York, Penn. and Ohio Railroad	4,189,552 58
Total gross earnings	\$22,500,047 73

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Operating expenses as above	\$2,969,786 39	\$9,040,236 41	\$12,010,072 80
Operating expenses New York, Pennsylvania and Ohio Railroad	820,459 71	3,178,062 09	3,998,521 80
Total operating expenses	\$3,790,246 10	\$12,218,348 50	\$16,008,594 60

NEW YORK, LAKE ERIE AND WESTERN.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$7,716,858 79
Cost of equipment	5,044,677 78
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	3,082,415 49
Bonds of other companies.....	340,619 60
Betterments to branch lines, etc.....	783,632 54
Amounts paid on account of equipment	2,745,861 49
The estate of the Erie Railway Company.....	146,291,027 85
Chicago and Atlantic Railway Company advances.....	1,844,970 96
N. Y., L. E. & W. Coal & R. R. Co. advances.....	2,008,481 70
Union Steamboat Company advances	240,640 56
Advances to other companies.....	834,695 99
Erie Express equipment.....	199,101 11
Mortgages on real estate assigned to trustee.....	129,500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand and in London	886,798 11
Bills receivable	189,839 08
Due by agents and others on account of traffic	2,371,898 11
Open accounts due by companies and individuals.....	1,198,475 88
Materials and supplies.....	679,624 75
Discount on stock and bonds and expenses extending N.Y. & E. R. R. third mortgage bonds	988,898 10
	<u>\$177,526,412 24</u>

LIABILITIES.

Capital stock	\$85,451,100 00
Funded debt.....	78,500,885 10
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt, { due.....	\$155,695 56
{ accrued	1,220,180 01
{ to be funded.....	73,788 00
	<u>1,449,663 57</u>
Dividends unpaid.....	7,638 00
Audited vouchers and pay-rolls.....	1,832,024 68
Open accounts, due companies and individuals.....	524,162 74
Loans and bills payable	21,000 00
Due companies and individuals on account of traffic	1,046,570 68
Rentals of leased lines, etc.....	694,110 80
Assessments, interest, etc., on Erie Railway company stock	8,384,451 47
Sinking fund, reorganization first lien bonds.....	100,000 00
Erie coal companies, etc.....	40,125 58
Sundries	52,588 95
Profit and loss (surplus).....	4,522,596 27
	<u>\$177,526,412 24</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	507,987	5,753,181	6,261,118
Number of passengers carried one mile.....	49,914,259	133,290,203	183,204,462
Number of tons of freight carried.....	8,162,876	9,644,042	12,806,918
Number of tons of freight carried one mile	912,898,126	1,145,495,896	2,058,394,022
Passenger train mileage.....	.....	.....	4,158,890
Freight train mileage.....	.....	.....	7,884,814
All other train mileage.....	.....	.....	2,717,690
Total train mileage.....	.....	.....	<u>14,256,894</u>

TRAFFIC AND MILEAGE STATISTICS—(Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$4,193,620 85	\$2,969,786 39	\$1,224,034 46
Average per passenger carried	67	47	20
Average per passenger per mile	0.229	0.162	0.067
Average per passenger train per mile	1 01	71	30
Freight earnings and expenses (including miscellaneous earnings)	14,116,674 30	9,040,286 41	5,076,387 89
Average per ton of freight carried	1 10	70	40
Average per ton of freight per mile	0.068	0.044	0.024
Average per freight train per mile	1 91	1 23	69

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, first class	Cents. 1.632	Cents. 2	Cents. 1.926
Average rate received per mile for carrying passengers, second class and emigrant	1.361	1.157	1.357
Average rate received per mile for carrying passengers, all classes	1.540	1.986	1.865
Average rate received per mile per ton for carrying freight, all classes .....	.555	.742	.659

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Jersey City to Dunkirk, single track	386.362	428.502	795	30.885	387.157	459.387
Branches or other roads, single track	102.590	102.590	341.071	472.435	443.631	574.995
Total single track	488.922	531.092	341.866	508.320	830.788	1034.382
Second track on main line	258.828	301.002	795	30.885	259.657	331.887
Second track, branches or other roads	68.750	68.750	34.250	58.780	101.000	120.530
Total second track	325.612	369.752	85.045	84.665	360.657	452.417
Sidings and turnouts on main line	208.001	229.369	.....	66.028	208.001	295.396
Sidings and turnouts on branches or other roads	40.437	40.437	151.479	205.523	191.916	245.959
Total sidings and turnouts	248.438	269.806	151.479	271.548	399.917	541.354
Grand total of tracks, sidings and turn- outs	1062.972	1169.620	528.380	650.533	1591.862	2028.153
Laid with steel rail, main line	644.024	728.304	1,580	61.770	645.614	790.074
Laid with steel rail, branches or other roads	154.635	154.635	298.895	437.965	449.520	592.460
Laid with iron rail, main line	1.200	1.200	.....	.....	1.200	1.200
Laid with iron rail, branches or other roads	14.675	14.675	81.436	88.250	96.111	102.925

NEW YORK, LAKE ERIE AND WESTERN.

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Average life of rails, steel 10 years, iron 4 years; average life of ties 7 years; weight of rails per yard, steel, maximum, 74 lbs., minimum, 58 pounds, iron, maximum, 66 lbs., minimum, 50 lbs.; gauge of track 4 feet 8½ inches; ballasted with cinder slag, gravel and stone.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Weehawken Branch...	Bergen	D & H. C. docks.	.....	3,312	Leased...	.....	.118	3,194
New York and Ft. Lee	D. & H. docks.	1,200 feet north D. & H. docks	.....	.227	Leased...	.....	.....	.227
Northern R.R. of N.J.	Bergen Junc'n	Sparkill	1,441	21,286	Leased...	.....	21,286	.....
Nyack and Northern	Nyack	Nyack	4,378	4,378	Leased...	.....	4,378	.....
Newark and Hudson	Bergen Junc'n	Newark .....	.....	5,618	Leased...	2,000	5,618	.....
Paterson and Newark	Newark	Paterson .....	.....	10,909	Leased...	.....	10,909	.....
Bergen County	Rutherford	Ridgewood .....	.....	10,000	Leased...	10,000	10,000	.....
Bergen and Dundee ...	Monroe street, Passaic	President st., Passaic .....	.....	.433	Leased...	.....	.....	.433
Piermont Branch	Piermont	Suffern	17,970	17,970	Owned...	.....	4,908	13,065
Newburgh and N. Y. ...	Greenwood J'c	Vall's Gate	12,590	12,590	Leased...	.....	10,403	2,187
Newburgh Branch	Greycourt	Newburgh	18,730	18,730	Owned...	2,500	18,730	.....
Montgomery and Erie	Goshen	Montgomery	10,220	10,220	Leased...	.....	10,220	.....
Goshen and Deckert'n	Goshen	Pine Island	11,650	11,650	Leased...	.....	7,269	4,381
Middlet'n & Crawford	Crawford Junc	Pine Bush	10,220	10,220	Leased...	.....	4,386	5,834
Hawley Branch	Lackawaxen	Hawley .....	.....	15,610	Leased...	.....	15,550	.060
Honesdale Branch	Hawley	Honesdale .....	.....	8,180	Leased...	.....	8,120	.060
Jefferson Branch	Erie Junction	Carbondale .....	.....	36,690	Leased...	7,530	36,690	.....
Hoonie & Parke Br'ch	Erie Breaker...	Edgerton B'ker	.....	2,360	Leased...	.....	.860	1,500
Buffalo, Bradford and Pittsburgh	Carrollton	Buttsville	7,990	26,170	Leased...	.....	24,820	1,350
Buffalo Branch	Attica	Hornellsville	60,000	60,000	Owned...	60,000	60,000	.....
Buffalo, N. Y. & Erie.	Attica	Buffalo	31,000	31,000	Leased...	31,000	31,000	.....
Suspension Bridge & Erie Junction	East Buffalo	Susp'n Bridge..	22,250	22,250	Leased...	8,250	22,250	.....
Erie International	International Junction	Black Rock	4,250	4,250	Owned...	4,250	4,250	.....
Erie and Black Rock...	Black Rock ...	Black Rock	1,138	1,138	Leased...	.....	.....	1,138
Lockport Branch	Tonawanda	Lockport	15,000	15,000	Leased...	.....	1,250	13,750
Buffalo, N. Y. & Erie.	Painted Post..	Attica	108,703	108,703	Leased...	.....	72,257	36,446
Rochester & Genesee Valley	Avon	Rochester	18,401	18,401	Leased...	.....	18,401	.....
Avon, Genesee & Mt. Morris	Avon	Mt. Morris	17,700	17,700	Leased...	.....	.....	17,700
Conesus Lake Branch	Conesus Lake Junction	Conesus Lake	1,610	1,610	Owned...	.....	.....	1,610
Buffalo & S. Western.	Buffalo Creek Junction	Jamestown	68,390	68,390	Leased...	.....	68,390	.....

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		Feet.		Feet.
Iron bridges	188	18,878	226	28,911
Wooden bridges	188	11,010	230	19,538
Wooden trestles	82	9,087	116	14,471
Total	408	38,475	572	62,920

EQUIPMENT.	Number owned.	Number leased.	Total number	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Locomotives, 8 drivers	140	50	190	\$8,500	150,000	4.6	8	.....
Locomotives, 6 drivers	43	.....	43	7,500	140,000	4.3	15	.....
Locomotives, 4 drivers	197	80	227	6,500	130,000	4	116	.....
Total	380	80	460	.....	.....	.....	134	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with coupler.
First-class passenger cars.....	244	29	275	\$5,600	.....	10	275	275
Second-class passenger cars.....	86	.....	86	3,000	.....	5	86	86
Baggage, mail and express cars.....	107	2	109	1,500	.....	10	109	109
Total.....	437	31	470	.....	.....	..	470	470
Box freight cars.....	9,064	6,456	15,540	\$450	.....	6.1	100	.....
Stock freight cars.....	321	969	1,300	425	.....	7.7	.....	.....
Coal freight cars.....	2,723	6,320	9,043	450	.....	5	.....	4,394
Flat freight cars.....	1,508	523	2,032	300	.....	9.5	.....	.....
Caboose, 4-wheel cars.....	149	3	152	500	.....	10	.....	.....
Caboose, 8-wheel cars.....	50	2	52	800	.....	11	.....	.....
Service cars.....	109	2	111	750	.....	11	.....	.....
Total.....	13,945	14,875	28,820	.....	.....	....	100	4,394

Passenger cars are equipped with Westinghouse brake and Miller and hook couplers; freight cars with Westinghouse hand brake, Gifford, Marks, Ames, and link and pin couplers.

One-third of the road has split switches with automatic stands, and two-thirds has stub switches.

MISCELLANEOUS STATISTICS.

Item.	In New York State.	Entire line.
Telegraph owned and operated by company, miles.....	741	1,018½
Stations, freight.....	147	151
Stations, passenger.....	180	262
Stations, fuel and water.....	79	104
Engine houses.....	23	33
Machine and car shops.....	14	29
Elevators or grain houses.....	2	3
Aggregate capacity of elevators or grain houses, bushels....	775,000	2,275,000
Cattle yards.....	16	17
Aggregate area of cattle yards, acres.....	21.50	29.50
Road constructed and opened for business, if any, during the year.....	.....	2½
*Cost of real estate now held by company, exclusive of that used in operation.....	.....	.....
Length of steel rails laid during year in repairs, miles.....	142.39	160.47
Railroads crossing road at grade.....	87	41
Railroads crossing road over or under grade.....	21	25
Highway crossings at grade without protection.....	745	911
Highway crossings at grade protected by gates or flagmen..	73	129
Highway crossings over or under grade.....	106	185
Overhead obstructions less than 20 feet above track.....	61	31

Passenger cars are heated by Baker and Johnson heaters and Spear stoves, lighted by Pintsch gas and mineral sperm lamps, and ventilated by deflecting ventilators in roof and over doors.

The Erie Express Company runs over this line.

Sleeping, parlor and hotel cars of the Pullman's Palace Car Company are run over this line; passengers are charged the customary rates for berths and sections.

Erie Despatch and Commercial Express Companies run over this line; they are co-operative lines and the cars are owned by the various railroad companies forming the respective lines.

No contract with the United States Government for transportation of mails; service is recognized.

* The cost of the real estate is involved in the account of estate of the Erie Railway.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	473, 970	8.70
Grain.....	706, 201	5.51
Meats and provisions.....	178, 255	1.39
Live stock.....	165, 325	1.29
Lumber.....	697, 763	5.45
Pig and bar iron and steel.....	72, 288	.56
Iron or other ores.....	185, 307	1.45
Coal and coke.....	8, 008, 158	62.53
Petroleum and other oils.....	243, 695	1.90
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	204, 077	1.59
All other manufactures.....	395, 347	3.09
All other merchandise.....	287, 529	2.25
All other agricultural products.....	494, 158	3.86
All other articles not included above.....	694, 845	5.43
Total.....	12, 806, 918	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	10	3	13
Employees.....	454	53	507
Others.....	119	70	189
Total.....	583	126	709

EMPLOYEES.

Average number of persons employed (including officials) during year..... 15, 212
 Aggregate amount of salaries and wages paid them during year..... \$3, 278, 441 12

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN KING.....	President.....	P. O. Box 839, N. Y. city.
S. M. FELTON, JR.....	First Vice-President.....	P. O. Box 839, N. Y. city.
A. DONALDSON.....	Third Vice-President.....	P. O. Box 839, N. Y. city.
A. R. MACDONOUGH.....	Secretary.....	P. O. Box 839, N. Y. city.
EDWARD WHITE.....	Treasurer.....	P. O. Box 839, N. Y. city.
BENJ. THOMAS.....	General Superintendent.....	Jersey City, N. J.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HENRY H. COOK.....	1 East Seventy-eighth street, New York city.
WILLIAM B. DINSMORE.....	302 Fifth Avenue, New York city.
WILLIAM N. GILCHRIST.....	Windsor Hotel, New York city.
JAS. J. GOODWIN.....	45 West Thirty-fourth street, New York city.
JACOB HAYS.....	18 East Fifty-fourth street, New York city.
MORRIS K. JESUP.....	197 Madison Avenue, New York city.
JOHN KING.....	296 Lexington Avenue, New York city.
WILLIAM LIBBEY.....	Inwood.
JOHN G. McCULLOUGH.....	Vermont.
OGDEN MILLS.....	267 Fifth Avenue, New York city.
CORTLANDT PARKER.....	Newark, N. J.
GEO. W. QUINTARD.....	43 West Thirty-third street, New York city.
WILLIAM L. STRONG.....	25 West Thirtieth street, New York city.
J. LOWBER WELCH.....	Philadelphia, Pa.
WILLIAM A. WHELOCK.....	13 West Forty-eighth street, New York city.
WILLIAM WHITEWRIGHT.....	16 West Twenty-second street, New York city.

Title of company, New York, Lake Erie and Western Railroad Company.

General office at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report, address A. R. Macdonough, Secretary.

NEW YORK AND LONG BEACH

OWNED AND OPERATED BY LONG ISLAND RAILROAD COMPANY.

(Date of charter, February 8, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	4,000	\$400,000
Issued on account of construction and now outstanding	3,910	\$391,000
Number of stockholders.....	10	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.*		
First mortgage.....	1880.	30	p.c. 6	.....	\$200,000	\$200,000

COST OF ROAD.

Total cost of road up to September 30, 1886 \$591,000 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road \$591,000 00

LIABILITIES.

Capital stock..... \$391,000 00

Funded debt..... 200,000 00

\$591,000 00

* Should state months when interest is payable.—R. R. Com'rs.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. ROGERS MAXWELL.....	President	115 Broadway, New York city.
EDWARD E. SPRAGUE	Secretary	115 Broadway, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
J. ROGERS MAXWELL.....	Brooklyn, N. Y.
HENRY GRAVES	Orange, N. J.
E. B. HINSDALE	New York city.
JAMES D. CAMPBELL	New York city.
EDWARD E. SPRAGUE	Flushing, L. I.
BRUCE PRICE	New York city.
WM. M. LAFFAN.....	New York city.

Title of company, The New York and Long Beach Railroad Company.

General office at 115 Broadway, New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Edward E. Sprague, Secretary.

NEW YORK AND NEW ENGLAND.

(Date of charter, May, 1878.)

For history of organization, see Report of 1835.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter ..	200,000	\$20,000,000	50,000	\$5,000,000	
Issued for actual cash .....	...	...	19,000	\$1,900,000	\$1,919,056 87
Issued on account of construction	193,130	\$19,313,000	...	...
Issued	*6,870	687,000	...	...
Total now outstanding	200,000	\$20,000,000	19,000	\$1,900,000	†

Grand total of common and preferred stock now outstanding:

Common, actually issued.....	\$19,313,000 00
Berdell bonds entitling holder to common stock	687,000 00
Preferred.....	1,900,000 00

Number of stockholders :

Common	1,114
Preferred	190

* Boston, Hartford and Erie Berdell bonds convertible into stock.

† Capital stock (common) was issued in exchange for Boston, Hartford and Erie Railroad Berdell bonds, the New York and New England Railroad being the successor of Boston, Hartford and Erie Railroad.

FUNDED DEBT.

DESIGNA- TION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized.	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortgage 7 per cent bs.	Jan. 1, 1876	29	p.c. 7	Jan. & July	\$6,000,000	\$6,000,000 00	\$9,515,025 38
First mortgage 6 per cent bs.	Jan. 1, 1876	29	6	Jan. & July	4,000,000	4,000,000 00	
Second m't'g'e 6 per cent bs.	Aug. 1, 1882	20	6 8	Feb. & Aug. Feb. & Aug.	5,000,000	3,363,000 00 998,000 00	4,212,943 67
Total funded debt						\$14,361,000 00	\$13,727,969
Funded indebtedness incurred for purchase of property secured by property purchased.							
Mortgage note, Drakes Wharf	Sept. 2, 1886	8	4½	Apr. & Oct.	.....	\$125,000 00	
Piper Wharf, Boston	Dec. 1, 1877	10	4.8	Monthly ..	.....	235,000 00	
B. & A. R. R. note, Boston Terminal	Feb. 7, 1879	10	4	July & Jan.	.....	300,000 00	
Com. of Mass., 25 acre lot, Ter- minal	*Apr. 24, 1880		4	May & Nov.	.....	800,000 00	
Com. of Mass., 50 acre lot, Ter- minal	†May 1, 1891						
Com. of Mass., 12 acre lot, Ter- minal	Aug. 1, 1882		5	May & Nov.	.....	100,000 00	
E. W. Clark & Co., car trust principal	*Ap. 24, 1880 †July 1, 1890		4	July & Jan..	.....	86,532 00	
	July 1, 1882 †July 1, 1889			Monthly ..	.....	45,964 38	
Total, includ'g funded debt incurred for purchase of prop'ty.						\$16,053,496 38	

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions and betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.†
Grading, masonry and ballast	\$2,778 54	
Bridges	126 40	
Superstructure (including ties) and rails	97,159 11	
Land, land damages and fences	32,585 87	
Passenger and freight stations	29,608 62	
Engine and car houses	1,635 06	
Shops, machinery and tools	4,723 98	
Engineering expenses	903 73	
Underlying liens bought	1,112 62	
New transfer wharf and approaches, Boston	13,415 33	
	\$184,049 26	
Less real estate sold	16,368 66	
Total cost of road	\$167,680 60	\$32,595,558 55

* Act approved.

† Due.

‡ The details and subdivisions of cost of road and equipment provided for in form of report cannot be accurately given by reason of inability to obtain such information regarding the property of the Hartford, Providence and Fishkill Railroad, purchased by the New York and New England Railroad.

§ Estimated.

COST OF ROAD AND EQUIPMENT.—(Continued).

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
EQUIPMENT.		
Locomotives.....	*\$427 34	
Passenger, mail, baggage and express cars.....	8,938 64	
Freight and other cars.....	1,460 91	
Total cost of equipment.....	\$9,972 21	†\$3,958,557 29
Grand total cost of road and equipment.....	\$177,652 81	\$38,554,415 84

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Improvements at South Boston flats, 50 acre lot.....		\$24,956 26
Improvements at South Boston flats, 25 acre lot.....		339 82
Extension of double track.....		87,186 88
New transfer wharf and approaches, Boston.....		13,415 88
New sidings.....		9,575 49
Real estate, at various places.....		25,542 65
Right of way.....		4,620 40
New track tank, Putnam.....		4,954 00
Underlying liens purchased.....		1,112 62
New safety gates and signals.....		1,034 72
New tools and improvements at shops.....		8,687 05
Miscellaneous improvements.....		2,145 04
		\$184,049 26
Less real estate sold.....		16,368 66
		\$167,680 60
New dining car.....	\$8,603 87	
Passenger cars.....	834 97	
Gondola freight cars.....	710 91	
Three new snow plows.....	750 00	
	\$10,899 55	
Less credit to locomotives in settlement of car trust.....	427 84	
		9,972 21
Total.....		\$177,652 81

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$3,868,994 25
Less operating expenses (excluding all taxes).....		2,482,648 14
Net earnings from operation.....		\$1,381,346 11
<i>Income from other sources, as follows, viz.:</i>		
Hudson River transfer.....	\$34,496 09	
Boston Harbor transfer.....	915 43	
		35,411 52
Gross income from all sources.....		\$1,416,757 63
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$1,067,087 08	
Rentals.....	66,235 27	
Taxes on earnings and capital stock.....	121,240 99	
Insurance.....	16,716 51	
Expense Boston grain elevator.....	1,818 04	
		1,272,597 84
Net income from all sources.....		\$144,159 79
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 7 per cent on \$1,900,000 preferred stock.....		133,000 00
Surplus for year ending September 30, 1886.....		\$11,159 79

* Credit.

† Estimated.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....		\$11,159 79
Deficit up to September 30, 1885.....	\$693,781 77	
Add amount previously included in assets now considered worthless or of a doubtful character.....	53,155 06	
Add amount of reduction in capital stock of the New England Transfer Co. as it previously appeared on the books:.....	3,400 00	
	<u>\$750,336 83</u>	
Deduct premiums on sale of preferred stock....	\$19,056 87	
Deduct premiums on sale of second mortgage bonds.....	14,747 00	
Difference between par value and amount paid by company in purchase of its second mort- gage scaled bonds.....	15,168 18	
Expenditures for improvements and additions to property transferred to construction, having been charged to operating expenses in previous years, operated by the Receiver.....	20,007 87	
	<u>68,974 92</u>	
		<u>681,361 91</u>
Total deficit September 30, 1886		<u>\$670,202 12</u>

DETAILED STATEMENT OF RENTALS.

Newburgh, Dutchess and Connecticut Railroad.....	\$32,523 73
Rhode Island and Massachusetts Railroad.....	20,000 00
Boston and Albany Railroad.....	5,062 49
Springfield and New London Railroad.....	4,250 00
Rockville Railroad.....	4,400 00
Total amount of rentals deducted from income.....	<u>\$66,235 27</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$872,107 82		
Freight, local.....	1,390,371 86		
		\$2,262,479 18	\$2,262,479 13
Passengers, through.....	\$375,752 16		
Passengers, local.....	921,143 81		
	\$1,296,895 97		1,296,895 97
Mail.....	46,658 95		46,658 95
Express.....	93,161 42		93,161 42
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	\$53,467 03		
New England Transfer Co....	50,625 00		
Wharves and docks.....	36,473 53		
N. and W. R. R. lease.....	992 89		
Switching, storage, etc.....	23,240 28		
	88,867 14	125,931 59	164,798 73
Total gross earnings.....	\$1,475,583 48	\$2,388,410 77	\$3,863,994 25

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$132,689 63	\$108,444 73	\$242,134 36
Steel rails laid.....	15,103 23	12,461 53	27,569 76
Iron rails laid.....	969 64	799 79	1,769 43
Repairs of roadbed.....	81,893 98	26,810 84	58,209 82
Repairs of bridges (including culverts and cattle-guards).....	24,556 81	20,254 47	44,810 78

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total.
Repairs of stations	\$17,751 90	\$21,081 92	\$38,833 82
Repairs of fences	10,798 95	8,907 17	19,706 12
Other expenses for maintenance of way and structures	80,846 58	25,442 80	56,289 38
Total	\$264,620 22	\$224,703 25	\$489,323 47
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$99,571 89	\$80,597 58	\$180,169 47
Repairs of cars	66,847 80	94,584 72	160,882 52
Repairs of machinery and tools	12,184 14	10,049 69	22,233 83
Other expenses for maintenance of equipment	46,886 90	88,617 17	85,004 07
Total	\$224,490 73	\$223,799 16	\$448,289 89
<i>Conducting transportation :</i>			
Wages of conductors and men	\$67,114 40	\$106,983 99	\$174,098 49
Wages of engineers and firemen	82,836 18	88,196 31	171,032 49
Fuel for locomotives	187,568 51	181,499 70	319,068 21
Oil and waste	6,661 88	6,947 57	13,608 95
Water supply	11,117 43	9,169 82	20,287 25
Other train supplies or expenses	37,001 40	21,049 29	58,050 69
Wages of station agents and clerks	88,812 80	114,599 24	153,411 54
Wages for labor at stations	17,688 28	109,470 39	127,158 67
Station supplies	14,756 41	18,801 89	33,558 30
Wages of watchmen, flagmen and switchmen	22,834 26	90,066 13	112,400 39
Other expenses for conducting transportation	57,986 08	63,987 91	121,973 99
Total	\$493,871 73	\$810,772 24	\$1,304,643 97
<i>General expenses :</i>			
Salaries of general officers and clerks	\$42,004 21	\$34,645 80	\$76,650 01
General office expenses and supplies	3,196 55	2,636 56	5,833 11
Stationery and printing	1,767 23	1,457 65	3,224 88
Outside agencies and advertising	103 87	2,609 53	2,713 40
Legal expenses	24,508 17	20,214 77	44,722 94
Loss and damage of freight and baggage	143 09	12,816 02	12,959 11
Damage to cattle and property	4,743 18	635 49	5,378 67
Injuries to persons	17,710 68	19,117 87	36,828 55
Telegraph maintenance and operation	12,814 46	24,096 49	36,410 95
Mileage of cars of other companies (debit balance)	6,108 26	2,886 36	8,994 62
Other general expenses	3,660 40	3,019 17	6,679 57
Total	\$116,255 10	\$124,185 71	\$240,390 81
Grand total operating expenses	\$1,099,287 73	\$1,383,410 86	\$2,482,648 14

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$32,595,858 55
Cost of equipment		3,958,557 29
<i>Other permanent investments, as follows, viz.:</i>		
Stock and bonds of other companies		327,877 69
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$334,744 71	
Due by agents	183,320 88	
Open accounts	237,243 88	
Materials and supplies	216,601 63	
		971,910 60
Profit and loss (deficiency)		670,202 12
		<u>\$38,524,406 25</u>

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock		\$21,900,000 00
Funded debt		16,053,496 38
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$228,801 98	
Dividends unpaid	66,500 00	
Audited vouchers and pay rolls	181,847 59	
Open accounts	143,647 80	
Sundries	112 50	
		570,909 87
		<u>\$38,524,406 25</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	658,686	4,582,220	5,240,906
Number of passengers carried one mile	16,229,571	47,640,899	63,870,470
Number of tons of freight carried	538,837	1,561,002	2,099,839
Number of tons of freight carried one mile	114,598,876	20,871,957	135,470,833
Passenger train mileage			1,283,048
Freight train mileage			1,020,982
All other train mileage			737,778
Total train mileage			2,996,808

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$1,475,588 48	\$1,099,237 78	\$376,345 70
Average per passenger carried	281	209	072
Average per passenger per mile	0231	0172	0059
Average per passenger train per mile	1 19	89	30
Freight earnings and expenses (including miscellaneous earnings)	2,838,410 77	1,883,410 36	1,005,00 41
Average per ton of freight carried	1 18	65	47
Average per ton of freight per mile	0176	0102	0074
Average per freight train per mile	2 33	1 25	98

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class	Cents. 2.27	Cents. 1.98	Cents. 2.02
Average rate received per mile for carrying passengers, second-class	1.17	.....	1.17
Average rate received per mile for carrying passengers, all classes	2.27	1.98	2.02
Average rate received per mile per ton for carrying freight, all classes	1.84	8.51	1.67

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased all out-side N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Boston to Hopewell, 215.04, Wicopee Junction to Fishkill, 1.80, Willimantic to Providence, 58.50, single track ..	80.72	275.84	.....	80.72	275.84
Total of branches or other roads .....	.....	50.48	120.48	.....	170.91
Total single track	80.72	325.77	120.48	80.72	446.25
Second track on main line .....	.....	108.10	.....	.....	108.10
Sidings and turnouts on main line	12.73	111.46	.....	12.73	111.46
Sidings and turnouts on branches or other roads .....	.....	9.45	27.94	.....	37.89
Total sidings and turnouts	12.73	120.91	27.94	12.73	148.85
Grand total of tracks, sidings and turnouts ..	43.45	554.78	148.42	43.45	703.20
Laid with steel rail, main line	80.77	876.01	.....	80.77	876.09
Laid with steel rail, branches or other roads ..	.....	22.80	81.84	.....	104.16
Laid with iron rail, main line	12.68	118.89	.....	12.68	118.84
Laid with iron rail, branches or other roads ..	.....	37.08	67.08	.....	104.11

Weight of rails per yard, steel, maximum, 66 lbs., minimum, 60 lbs.; iron, maximum 60 lbs., minimum, 54 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From.	To	Entire length	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Woonsocket Division.....	Cook st., Newton, Mass.....	Woonsocket, R. I.....	28.41	Owned	11.33	17.08
Southbridge Branch.....	E. Thompson, Conn	Southbridge, Mass.....	17.37	Owned	11.21	6.16
Dedham Branch.....	Dedham Jc., Mass.	Dedham, Mass.....	1.32	Owned ....	.....	1.32
Ridge Hill Branch.....	Charles River, Mass.	Ridge Hill, Mass.....	1.64	Owned ....	.....	1.64
Dorrance Street Branch.....	Providence, R. I.....	Providence, R. I.....	.82	Owned ....	.....	.82
Hartford Freight Branch.....	Hartford, Conn.....	Hartford, Conn.....	.67	Owned ....	.26	.41
Rhode Island and Mass.....	Franklin, Mass.....	Valley Falls, R. I.....	13.60	Operated & leased.	4.53	9.07
Rockville.....	Vernon, Conn.....	Rockville, Conn.....	4.40	Operated & leased.	3.91	.49
Connecticut Central.....	Melrose, Conn.....	West St., Rockville.....	7.30	Operated & leased.	.....	7.30
	East Hartford, Conn	State Line, Mass.....	20.20	Operated & leased.	*11.49	8.71
Springfield & New Lond.	State Line, Mass....	Junction with B. & A. R. R. at Springfield...	7.27	Operated & leased.	7.27	.....
Norwich and Worcester.	Allyn's Point, Conn	Worcester, Mass.....	66.40	Leased	53.48	12.92
Springfield, Athol & N. E.	Springfield, Mass....	Junct. with Springfield and New Lond. R. R.	1.31	Operated & leased.	.66	.65
Total .....	.....	.....	170.91	.....	104.14	66.77

* The above includes two miles of steel-topped rails on Connecticut Central Railroad.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges on all lines, owned, leased and operated.....	6	206	72	8,965
Wooden bridges.....	16	949	124	13,604
Wooden trestles.....	2	4,600	33	11,760
Total	24	5,755	229	29,329

EQUIPMENT.	No. owned.	Number leased.	Total number.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	16	.....	16	168,450	1	.....
Locomotives, 6 drivers.....	52	.....	52	162,100	47	.....
Locomotives, 4 drivers.....	79	.....	79	168,150	71	15
Total	147	.....	147	.....	119	15
First-class passenger cars	152	.....	152	49,000	152	152
Baggage, mail and express cars	41	.....	41	36,000	41	41
Total	193	.....	193	.....	193	193
Box freight cars	1,474	.....	1,474	21,500	.....	.....
Stock freight cars	3	.....	3	18,000	.....	.....
Dump cars	365	.....	365	.....	.....	.....
Coal freight cars	1,171	250	1,421	22,100	.....	.....
Flat freight cars	454	.....	454	16,000	.....	.....
Caboose, 4-wheel cars	58	.....	58	12,000	.....	.....
Caboose, 8-wheel cars	6	.....	6	18,000	.....	.....
Service cars	12	.....	12	20,000	12	.....
Total	8,543	250	3,793	.....	12	.....

Miller, Janney and Miller combination couplers are used on passenger cars, and the Safford coupler on freight cars; Westinghouse automatic train brake on passenger cars. Wharton, and split switches are used on this road generally.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Length of steel rails laid during year in repairs, miles.....	0.13	23.33
Railroads crossing at grade .....	.....	18
Railroads crossing over or under grade.....	2	8
Highway crossings at grade without protection.....	14	462
Highway crossings at grade protected by gates or flagmen .....	.....	69
Highway crossings at grade protected by electric bells.....	.....	6
Highway crossings over or under grade.....	13	183
Over head obstructions less than 20 feet above track.....	10	119

Passenger cars heated by Spear heaters and stoves, lighted by oil lamps, and ventilated by ventilators in roof and clear story.

The Adams Express Company runs over this line and pays 40 per cent of gross earnings; 40 per cent of tariff shall not be less than the New York and New England Railroad first class freight rates.

Pullman's Sleeping cars and New York, New Haven and Hartford Railroad Company's parlor cars are run over this line; rates for seats and berths are made by the companies owning the cars.

Amount paid to Pullman's Palace Car Company was \$4,365.20.

The Star Union line, Empire line and Erie Despatch transportation companies run over this road; current tariff rates on percentage bases when such rates pay a prescribed minimum; cars are jointly exchanged. No preference in speed or order of transportation.

Payment is made by United States Government for transportation of mails at a fixed rate per mile, regulated by routes and weight of mail.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	52,960	2.5
Grain.....	76,596	3.5
Live stock.....	8,624	.5
Lumber.....	124,270	6
Coal and coke.....	533,948	25.5
All other merchandise.....	1,227,493	58.5
All other agricultural products.....	46,854	2.25
All other articles not included above.....	28,597	1.25
Total.....	2,099,340	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	2	.....	2
Others.....	3	2	5
Total.....	5	2	7

EMPLOYEES.

Average number of persons employed (including officials) during year..... 8,045
 Aggregate amount of salaries and wages paid them, during year..... \$1,673,275.20

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CHAS. P. CLARK.....	President.....	Boston, Mass.
WILLIAM T. HART.....	Vice-President.....	Boston, Mass.
JAMES W. PERKINS.....	Secretary.....	Boston, Mass.
GEORGE B. PHIPPEN.....	Treasurer.....	Boston, Mass.
WILLIAM H. TURNER.....	General Superintendent.....	Boston, Mass.
HIRAM M. KOCHERSPERGER.....	Auditor.....	Boston, Mass.
GEO. H. WILLIAMS.....	General Freight Agent.....	Boston, Mass.
A. C. KENDALL.....	General Passenger Agent.....	Boston, Mass.

DIRECTORS OF THE COMPANY.

Name.	Residence.
WILLIAM T. HART.....	Boston, Mass.
CHAS. P. CLARK.....	Newton, Mass.
FRANCIS L. HIGGINSON.....	Boston, Mass.
EUSTACE C. FITZ.....	Chelsea, Mass.
JESSE METCALF.....	Providence, R. I.
W. F. SAYLES.....	Pawtucket, R. I.
FREDERICK J. KINGSBURY.....	Waterbury, Conn.

<i>Name.</i>	<i>Residence.</i>
GEO. M. LANDERS	New Britain, Conn.
WM. D. BISHOP	Bridgeport, Conn.
GEO. G. HAYEN	New York city.
C. W. ARMORY	Boston, Mass.
RUSSELL SAGE	New York city.
GEO. M. RICE	Worcester, Mass.
ROBERT C. MARTIN	New York city.
CHESTER GRISWOLD	New York city.
STANTON BLAKE	Boston, Mass.
WM. B. DINSMORE	New York city.
A. J. LEITH	New York city.
WILLIAM A. TOWER	Boston, Mass.

Title of company, New York and New England Railroad Company.

General office at Boston, Mass.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 14.

For information concerning this report, address New York and New England Railroad.

NEW YORK, NEW HAVEN AND HARTFORD.

(Date of charter, 1871.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for stock of the N. Y. & N. H. R. R. and Hfd. & N. H. R. R. and now outstanding	155,000	\$15,500,000	\$15,500,000

Number of stockholders..... 3,658

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.			
First mortg'e bds.	June, 1883	20	p.c 4	June & Dec.	\$5,000,000	\$2,000,000	\$2,000,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Four tracking road.....	\$95,391 85	\$14,056,400 88 229,009 90
Total cost of road.....		\$14,285,410 78
EQUIPMENT.		
Total cost of equipment.....		2,479,826 35
Grand total cost of road and equipment.....		\$16,764,737 08

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$7,472,289 78	
Less operating expenses (excluding all taxes).....	4,661,029 88	
Net earnings from operation.....	\$2,811,259 85	
<i>Income from other sources, as follows, viz.:</i>		
Interest.....	18,208 64	
Rentals.....	111,448 04	
Gross income from all sources.....	\$2,940,916 53	
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$80,000 00	
Rentals.....	420,780 00	
Taxes on property used in operation of road.....	68,499 54	
Taxes on earnings and capital stock.....	238,446 60	
		807,676 14
Net income from all sources.....	\$2,133,240 39	
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 10 per cent on \$15,500,000 stock.....	1,550,000 00	
Surplus for year ending September 30, 1886.....	\$563,240 39	

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$563,240 39
Surplus up to September 30, 1885.....	2,680,175 00
Total surplus September 30, 1886.....	\$3,263,415 39

DETAILED STATEMENT OF RENTALS.

Harlem River and Port Chester railroad.....	\$170,000 00
Stamford and New Canaan railroad.....	4,000 00
Shore Line railway.....	100,000 00
Boston and New York Air Line railroad.....	146,780 00
Total amount of rentals deducted from income.....	\$420,780 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$1,868,029 80		
Freight, local.....	909,617 85		
Passengers, through.....	\$1,448,590 98		
Passengers, local.....	2,601,847 35		
	\$4,045,488 38	\$2,777,647 15	\$2,777,647 15

EARNINGS—(Continued).

	Passenger.	Freight.	Total.
Mail.....	\$174,184 75	.....
Express.....	250,668 34	.....	\$4,470,364 42
<i>Miscellaneous, as follows, viz.:</i>			
Parlor and sleeping cars.....	\$180,259 87		
Extra baggage.....	26,502 72		
Hoisting engines.....	17,593 57		
	206,762 59	\$17,593 57	224,356 16
Total gross earnings.....	\$4,677,049 01	\$2,795,240 72	\$7,472,289 73

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Steel rails laid, 153.5 tons.....	\$2,793 70	\$1,504 80	\$4,298 60
Repairs of roadbed.....	434,677 74	234,057 24	668,734 98
Repairs of bridges (including culverts and cattle-guards).....	119,530 66	64,362 67	183,893 33
Repairs of stations, shops, docks, etc.....	189,421 84	101,998 27	291,419 21
Repairs of fences.....	18,505 08	9,964 27	28,469 35
Total.....	\$764,929 02	\$411,884 85	\$1,176,813 87

<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$116,770 61	\$42,876 49	\$179,647 10
Repairs of cars.....	246,967 89	269,955 84	516,923 73
Repairs of machinery and tools.....	27,670 43	14,899 47	42,569 90
Other expenses for maintenance of equipment.....	.....	88,352 46	88,352 46
Total.....	\$391,408 93	\$463,084 26	\$854,493 19

<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$212,119 07	\$190,363 15	\$402,482 22
Wages of engineers and firemen.....	185,260 21	128,914 94	314,175 15
Fuel for locomotives.....	217,994 53	117,381 87	335,376 20
Oil and waste.....	24,578 85	18,284 78	42,863 63
Water supply.....	16,384 81	8,822 59	25,207 40
Other train supplies or expenses.....	20,293 53	11,448 24	31,741 77
Wages of station agents and clerks.....	45,553 44	104,430 43	149,983 87
Wages for labor at stations.....	286,505 96	332,531 50	619,037 46
Station supplies.....	38,875 97	11,509 25	50,385 22
Wages of watchmen, flagmen and switchmen.....	75,950 89	40,896 64	116,847 53
Other expenses for conducting transportation.....	.....	73,880 59	73,880 59
Total.....	\$1,073,017 26	\$1,033,413 81	\$2,106,431 07

<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$59,090 38	\$31,817 89	\$90,908 27
General office expenses and supplies.....	3,118 86	1,679 33	4,798 24
Stationery and printing.....	14,899 27	7,758 45	22,657 72
Outside agencies and advertising.....	4,589 22	.....	4,589 22
Rents.....	157,205 35	24,941 31	182,146 66
Legal expenses.....	8,886 33	4,784 95	13,671 28
Loss and damage of freight and baggage.....	.....	4,060 01	4,060 01
Damage to cattle and property.....	14,556 91	7,833 33	22,390 24
Injuries to persons.....	18,210 14	7,113 15	25,323 29
Telegraph maintenance and operation.....	23,629 66	12,723 67	36,353 33
Mileage of cars of other companies (debit balance).....	.....	95,203 39	95,203 39
Other general expenses.....	10,848 57	5,841 53	16,690 10
Total.....	\$809,584 69	\$213,757 06	\$1,023,341 75
Grand total operating expenses.....	\$2,538,889 90	\$2,122,139 98	\$4,661,029 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$14,285,410 73
Cost of equipment	2,479,826 85
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$1,625,910 01
Bills receivable	1,189,810 00
Due by agents	123,045 09
Open accounts	151,173 10
Materials and supplies	886,170 86
Sinking fund	1,184,257 55
	<u>4,640,266 11</u>
	<u>\$21,405,103 19</u>

LIABILITIES.

Capital stock	\$15,500,000 00
Funded debt	2,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$26,666 67
Audited vouchers and pay rolls	478,583 90
Open accounts	136,437 23
	<u>641,687 80</u>
Profit and loss (surplus)	8,263,415 39
	<u>\$21,405,103 19</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	894,815	7,372,495	8,267,310
Number of passengers carried one mile	67,465,299	158,697,344	226,162,644
Number of tons of freight carried	1,632,165	744,080	2,376,195
Number of tons of freight carried one mile	118,985,209	25,189,848	139,175,052
Passenger train mileage	829,933	1,746,452	2,576,385
Freight train mileage	485,856	902,805	1,388,161
All other train mileage			1,008,697
Total train mileage	<u>1,315,789</u>	<u>2,648,757</u>	<u>4,973,248</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$4,677,049 01	\$2,538,889 90	\$2,138,159 11
Average per passenger carried	5658	3071	2587
Average per passenger per mile	0207	0112	0095
Average per passenger train per mile	1 816	986	83
Freight earnings and expenses (including miscellaneous earnings)	2,795,240 72	2,122,139 98	673,100 74
Average per ton of freight carried	1 177	893	284
Average per ton of freight per mile	02	0152	0048
Average per freight train per mile	2 013	1 528	485

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying pas- sengers, all classes	Cents. 2.8	Cents. 1.76	Cents. 1.92
Average rate received per mile per ton for carrying freight, all classes.....	1.64	8.65	2

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		MILES LEASED.		TOTAL MILES.	
	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from Harlem R. R. Junction, N. Y., to Springfield Mass., single track.....	14.05	123.20	11.80	124.67	14.05	123.20
Branches or other roads, single track.....	.....	17.80	.....	124.67	11.80	123.20
Total single track.....	14.05	140.70	11.80	124.67	25.85	265.37
Second track on main line	14.05	123.20	11.80	11.80	14.05	123.20
Branches or other roads .....	.....	.....	.....	11.80	11.80	11.80
Total second track	14.05	123.20	11.80	11.80	25.85	135.00
Sidings and turnouts on main line.....	4.732	81.281	.....	.....	4.732	81.281
Sidings and turnouts on branches or other roads .....	.....	7.854	12.364	30.123	12.364	37.953
Total sidings and turnouts.	4.732	89.115	12.364	30.123	17.096	119.234
Grand total of tracks, sidings and turnouts	23.832	353.015	25.964	168.500	49.796	521.514
Laid with steel rail, main line	28.10	245.29	23.80	129.04	51.70	374.33
Laid with steel rail, branches or other roads.....	.....	14.659	.....	.....	.....	14.659

Average life of rails, steel, 30 years, iron, 2 years; average life of ties, 8 years; weight of rails per yard, steel, maximum, 74 lbs.; minimum, 64 lbs.; gauge of track, 4 feet 8½ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
Branch.....	New Britain, Ct.	Berlin, Ct.....	.....	3.00	Owned.	.....	3.00	.....
Branch.....	Middletown, Ct.	Berlin, Ct.....	.....	10.00	Owned.	.....	10.00	.....
Branch.....	Suffield, Ct.....	Windsor Locks, Ct.....	.....	4.50	Owned.	.....	1.559	2.941
Stamford and New Canaan.....	Stamford, Ct....	New Canaan, Ct.	.....	8.30	Leased.	.....	.707	7.593
Shore Line.....	New Haven, Ct.	New London, Ct.	.....	50.97	Leased.	.....	50.970	.....
Boston and New York Air Line.....	New Haven, Ct.	Willimantic, Ct.	.....	50.00	Leased.	.....	50.000	.....
Colchester.....	Turnerville, Ct.	Colchester, Ct....	.....	3.59	Leased.	.....	.....	3.59
Harlem River and Port Chester.....	Harlem River,	New Rochelle,	11.80	11.80	Leased.	11.80	23.000	.....

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
		<i>Feet.</i>		<i>Feet.</i>
Iron bridges.....	.....	.....	30	5,770
Wooden bridges.....	7	228	27	3,893
Wooden trestles.....	.....	.....	12	4,079
Total	7	.....	69	13,742

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	14	.....	14	183,200	5	.....
Locomotives, 4 drivers	111	7	118	143,000	89	1
Total	125	7	132	.....	94	1
First-class passenger cars.....	300	7	307	57,300	307	307
Baggage, mail and express cars	91	4	95	44,300	95	95
Total	391	11	403	.....	402	402
Box freight cars	1,395	57	1,452	21,290	8	130
Stock freight cars	5	.....	5	17,160	.....	1
Coal freight cars	907	80	987	18,100	.....	183
Flat freight cars	413	85	498	16,570	.....	59
Caboose, 4-wheel cars.....	30	.....	30	12,065	.....	1
Caboose, 6-wheel cars	15	.....	15	17,000	.....	.....
Service cars	3	.....	3	.....	3	2
Total	2,768	152	2,920	.....	10	346

Westinghouse air brake and Miller and Janney coupler are used on passenger cars; Whittemore automatic coupler used on freight cars.
Leonard split switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Cost of real estate now held by company, exclusive of that used in operation	\$131,917 62	.....
Total assessed value of real estate and personal property of company	1,816,680 00	.....
Length of steel rails laid during the year in repairs, miles .....	.....	1,395
Railroads crossing road at grade.....	.....	4
Railroad crossing road over or under grade .....	.....	1
Highway crossings at grade without protection	9	291
Highway crossings at grade protected by gates or flagmen	5	87
Highway crossings over or under grade	15	131
Overhead obstructions less than 20 feet above track	9	87

Passenger cars heated by heaters and stoves, lighted with oil lamps and ventilated by hinges and pivots on dome sash.

The Adams Express Company runs over this line under a contract; the compensation paid by the express company is based on the space in the cars occupied by its express matter, and varies from time to time as it occupies more or less space.

Sleeping and parlor cars are run over this line; some are owned by this company, some by the Boudoir Car Company, some by the Monarch Sleeping Car Company, some by Pullman's Palace Car Company, some by Boston and Albany Railroad Company, some by this company jointly with the New York Central Sleeping Car Company, the New York, Providence and Boston Railroad Company and the Boston and Providence Railroad Company. The average additional charge per mile is one-half cent.

When sleeping and parlor cars are owned by other companies they take the receipts; when owned jointly by this and other companies the receipts are divided in proportion to each company's interest.

The Star Union freight cars and cars of the Red Line, White Line and Blue Line and of other transportation companies run over this road, and for the use of their cars this company pay mileage; this company charges for all repairs made on these cars; these transportation companies use cars furnished by themselves, neither their cars or freight is given any preference in speed or order of transportation.

This company has no formal contract with the United States Government for transportation of mails, but takes the compensation allowed by law for their transportation.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	55,383	2.3
Grain	174,781	7.4
Meats and provisions	64,303	2.7
Live stock	5,039	.2
Lumber	108,570	4.6
Pig and bar iron and steel	71,187	3
Iron or other ores	83	.....
Coal and coke	838,906	14.3
Petroleum and other oils	20,228	.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	12,171	.5
All other manufactures	633,429	26.7
All other merchandise	602,942	25.4
All other agricultural products	209,735	8.8
All other articles not included above	79,538	3.3
Total	2,376,195	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	18	8	21
Employees	63	23	88
Others	20	50	70
Total	103	76	179

EMPLOYEES.

Average number of persons employed (including officials) during year 4,119

Aggregate amount of salaries and wages paid them during year \$2,495,516 26

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE H. WATROUS	President.....	New Haven, Conn.
E. M. REED	Vice-President.....	New Haven, Conn.
O. M. SHEPARD	Gen. Superintendent.....	New Haven, Conn.
WM. L. SQUIRE	Treasurer	New York city.
WM. D. BISHOP, JR.	Secretary	New York city.
SEPTIMUS C. FLEETWOOD ..	Auditor.....	New York city.
CHARLES ROCKWELL	Gen. Freight Agent	New Haven, Conn.
CHARLES T. HEMPSTEAD.....	Gen. Pas. and Freight Agent.	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE H. WATROUS.....	New Haven, Conn.
E. M. REED	New Haven, Conn.
WM. D. BISHOP.....	Bridgeport, Conn.
WILSON G. HUNT.....	New York city.
GEO. N. MILLER.....	New York city.
A. R. VAN NEST.....	New York city.
HENRY C. ROBINSON	Hartford, Conn.
E. H. TROWBRIDGE.....	New Haven, Conn.
NATHANIEL WHEELER.....	Bridgeport, Conn.
C. M. POND	Hartford, Conn.
CHARLES P. CLARK	Newton, Mass.
JOSEPH PARK.....	New York city.
C. M. DEPEW.....	New York city.

Title of company, New York, New Haven and Hartford Railroad Company.

General office at Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 15.

For information concerning this report, address S. C. Fleetwood, Auditor.

NEW YORK, ONTARIO AND WESTERN.

(Date of charter, January 21, 1880.)

For history of organization, see Report of 1885.

The New York, Ontario and Western Railroad company has trackage rights over the West Shore railroad between Cornwall and Weehawken, a distance of 53.07 miles, subject only to the payment of fixed tolls on its trains and actual cost of ferriage and terminal expenses on its passenger and freight business to New York city and points on the North and East rivers.

On June 1, 1886, it leased, for a period of 55 years, the Utica, Clinton and Binghamton and Rome and Clinton railroads at a minimum yearly rental of \$70,000.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	630,000	\$68,000,000 00	20,000	\$2,000,000
Issued for property under the reorganization plan	581,189	*\$58,113,982 84	20,000	\$2,000,000
Canceled by exchange of first mortgage bonds.....	.....	.....	19,270	1,927,000
Total now outstanding.....	581,189	\$58,113,982 84	730	\$73,000

* Fractional, \$82.84.

Grand total of common and preferred stock now outstanding.....\$58,186, 982 84
 Number of stockholders..... 2, 970

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage.	Sep. 1, 1884	30	p.c. 6	Mar. & Sep.	\$4,000,000	\$2,927,000	\$2,867,874 45
First mortgage (in hands of Farmers' Loan & Trust Co. for exchange of preference stock).....	.....	.....	.....	.....	.....	73,000	.....
Total.....	.....	.....	.....	.....	\$4,000,000	\$3,000,000	.....

COST OF ROAD AND EQUIPMENT.

ROAD.

Additions or betterments during year ending September 30, 1886:

Bridges, tunnel, arches and portals.....	\$18,744 80
Trestles and filling.....	48,548 29
Rails, steel, 6,000 tons, and fastenings less 5,600 tons iron taken out.....	154,604 28
Passenger and freight stations.....	11,430 55
Interest and discount charged to construction.....	25,553 30
Siding and turnouts.....	8,838 78
Improving rock slopes, widening cuts and embankments and other additions and improvements to roadbed.....	89,827 53
Total cost of road.....	\$302,547 03

EQUIPMENT.

Locomotives.....	\$73,322 88
Passenger cars.....	8,010 65
Mail, baggage and express cars.....	5,044 75
Freight and other cars.....	12,005 10
Total cost of equipment.....	\$98,383 38
Total cost of additions and betterments during year.....	\$400,930 41

Grand total cost of road and equipment up to September 30, 1885:

Main line and branches.....	\$53,232, 661 84
Line from Weehawken to Middletown.....	6,727, 494 78
For amounts transferred to cost of line under settlement of January 1, 1886,.....	1,329, 270 59
	\$61,289, 426 71
For additions and betterments year ending September 30, 1886, as above....	400, 930 41
Grand total cost of road and equipment.....	\$61,690, 357 12

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Steel rails:

Six thousand tons of rails in relaying 68 miles of main line, less 5,600 tons of iron rails taken out.....	\$143,169 97
Rail fastenings, less old taken out.....	11,434 31
	\$154,604 28

New rolling stock:

Five passenger engines.....	\$37,375 00
Six freight engines.....	36,000 00
Coach No. 30.....	8,010 65
Four milk cars.....	4,855 66

Improvements to rolling stock :

Passenger, baggage, mail and express cars.....	\$5,044 75	
Freight, caboose and other cars.....	7,149 44	
Locomotives.....	6,197 88	
	<u>\$104,633 38</u>	
Less for two old engines sold.....	6,250 00	
		<u>\$98,383 38</u>
<i>Improvements to line :</i>		
Depots and freight houses.....	\$11,420 55	
Trestles and filling.....	48,548 29	
Bridges, tunnels, arches and portals.....	13,744 80	
Sidings and turnouts	8,088 78	
Improving rock slopes, widening cuts and embankments and other additions and improvements to roadbed.....	39,827 53	
		<u>122,389 45</u>
Total.....		<u><u>\$375,877 11</u></u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1,492,851 19	
Less operating expenses (excluding all taxes).....	1,194,451 69	
Net earnings from operation		<u>\$298,399 50</u>
<i>Income from other sources, as follows, viz.:</i>		
Terminal receipts, three months	\$21,935 08	
Interest on West Shore and Ontario Terminal Company's bonds	9,087 50	
Interest on West Shore debt.....	7,583 48	
		<u>88,508 01</u>
Gross income from all sources.....		<u>\$388,907 51</u>
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$39,174 66	
Interest on floating debt.....	88,583 99	
Taxes	76,400 00	
Rental of West Shore and Ontario Terminal, three months ..	24,691 84	
Rental of West Shore and Ontario Terminal, three months ..	44,569 50	
		<u>223,419 99</u>
*Net income from all sources.....		<u><u>\$118,487 52</u></u>

GENERAL INCOME ACCOUNT.

Surplus up to September 30, 1885.....	\$498,606 68	
Profit and loss deducted.....	82,653 50	
Total surplus September 30, 1886.....		<u><u>\$465,953 18</u></u>

DETAILED STATEMENT OF RENTALS.

Rental of West Shore and Ontario Terminal Company's property at Weehawken for three months, ending December 31, 1885	\$24,691 84	
Rental of New York, West Shore and Buffalo Railway from Weehawken to Middletown, for three months' ending December 31, 1885.....	44,569 50	
Total amount of rentals deducted from income.....		<u><u>\$69,260 84</u></u>

* Carried to credit in "General Balance Sheet"; applied in payment of "Additions and Betterments."

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....	.....	\$938, 284 76	\$938, 284 76
Passengers, through..... \$80, 161 28			
Passengers, local..... 429, 058 62			
	\$459, 219 90	.....	459, 219 90
Mail.....	28, 277 68	.....	28, 277 68
Express.....	48, 894 86	.....	48, 894 86
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph..... \$6, 000 00			
News privileges..... 724 81			
Tolls, rents, etc..... 21, 449 18			
	14, 982 21	13, 241 78	28, 173 99
Total gross earnings.....	\$541, 824 65	\$951, 526 54	\$1, 492, 851 19

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Steel rails laid.....	\$213 12	\$258 22	\$466 34
Repairs of bridges (including culverts and cattle-guards).....	6, 202 52	7, 869 74	13, 572 26
Repairs of stations, shops, docks, etc.....	2, 090 11	2, 483 43	4, 573 54
Repairs of fences.....	837 44	400 93	738 37
Other expenses for maintenance of way and structures.....	81, 802 75	96, 602 62	177, 905 37
Total.....	\$90, 145 94	\$107, 109 94	\$197, 255 88
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$25, 939 71	\$30, 821 14	\$56, 760 85
Repairs of cars.....	28, 632 14	34, 020 25	62, 652 39
Repairs of machinery and tools.....	12, 241 31	14, 544 93	26, 786 24
Other expenses for maintenance of equipment.....	2, 782 16	3, 305 71	6, 087 87
Total.....	\$69, 595 32	\$82, 692 08	\$152, 287 35
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$45, 499 51	\$54, 061 79	\$99, 561 30
Wages of engineers and firemen.....	41, 663 18	49, 508 52	99, 166 70
Fuel for locomotives.....	68, 504 76	81, 898 25	149, 901 01
Oil and waste.....	6, 848 69	8, 137 50	14, 986 19
Water supply.....	3, 454 24	4, 104 27	7, 558 51
Other train supplies or expenses.....	1, 392 90	1, 655 03	3, 047 93
Wages of station agents and clerks.....			
Wages for labor at stations..... }	34, 915 32	41, 435 82	76, 401 14
Station supplies.....	2, 370 09	2, 816 11	5, 186 20
Wages of watchmen, flagmen and switchmen.....	5, 199 93	6, 178 47	11, 378 40
Other expenses for conducting transportation.....	106, 897 05	127, 013 34	233, 910 39
Total.....	\$316, 745 67	\$376, 352 10	\$693, 097 77
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$30, 212 05	\$35, 897 46	\$66, 109 51
General office expenses and supplies.....	6, 045 88	7, 183 61	13, 229 49
Stationery and printing..... }	8, 018 61	9, 527 58	17, 546 19
Outside agencies and advertising..... }			
Legal expenses.....	2, 479 80	2, 946 46	5, 426 26
Loss and damage of freight and baggage..... }	1, 722 49	2, 046 64	3, 769 13
Damage to cattle and property..... }			
Injuries to persons.....	1, 972 08	2, 343 19	4, 315 27
Telegraph maintenance and operation.....	10, 879 13	12, 926 41	23, 805 54
Mileage of cars of other companies (debit balance).....	8, 047 45	9, 561 85	17, 609 30
Total.....	\$69, 377 49	\$82, 433 20	\$151, 810 69
Grand total operating expenses.....	\$545, 864 42	\$648, 587 27	\$1, 194, 451 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$61,574, 357 12
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	1, 000 00
Steam excavators	12, 500 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$46, 325 50
Bills receivable	39, 077 00
Due by agents	15, 698 49
Open accounts	186, 553 62
Materials and supplies	199, 602 66
Sundries	9, 684 71
	496, 941 98
	<u>\$62, 084, 799 10</u>
LIABILITIES.	
Capital stock	\$58, 186, 982 84
Funded debt	2, 927, 000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	17, 348 67
Audited vouchers and pay rolls	101, 318 37
Open accounts	231, 805 68
Sundries	40, 402 84
Net revenue balance, fiscal year	113, 487 52
Profit and loss (surplus)	465, 953 18
	<u>\$62, 084, 799 10</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	10, 723	657, 754	668, 477
Number of passengers carried one mile	3, 004, 089	20, 869, 393	23, 873, 487
Number of tons of freight carried			807, 441
Number of tons of freight carried one mile			61, 433, 488
Passenger train mileage	481, 707	118, 130	599, 837
Freight train mileage	300, 021	413, 097	713, 118
*All other train mileage			44, 151
Total train mileage	781, 728	531, 227	1, 357, 106

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$541, 324 65	\$545, 864 42	\$4, 539 77
Average per passenger carried	809	816	+00679
Average per passenger per mile	023	0233	+00019
Average per passenger train per mile	777	91	+00757
Freight earnings and expenses (including miscellaneous earnings)	951, 528 54	643, 587 27	Profit. 302, 939 27
Average per ton of freight carried	1 178	8083	+8752
Average per ton of freight per mile	015	0105	+00495
Average per freight train per mile	1 544	909	+4248

* Includes only work and miscellaneous train mileage which cannot be divided.

† These figures are printed as reported by the company.— R. R. Commissioners.

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying pas- sengers, first-class.....	2.24	2.10	2.107
Average rate received per mile for carrying pas- sengers, second-class.....	0.95	.....	0.953
Average rate received per mile for carrying pas- sengers, all classes.....	1.00	2.10	1.96
Average rate received per mile per ton for carrying freight, all classes.....	.....	.....	1.527

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Cornwall to Oswego, single track	272.93	.....	272.93
Branches or other roads, single track.....	47.0	44.0	91.0
Total single track.....	319.93	44.0	363.93
Sidings and turnouts on main line.....	57.236	.....	57.236
Sidings and turnouts on branches or other roads	2.982	16.259	19.241
Total sidings and turnouts	60.218	16.259	76.477
*Grand total of tracks, sidings and turnouts	380.145	60.259	440.407
Laid with steel rail, main line	272.93	.....	272.93
Laid with steel rail, branches or other roads .....	.....	34.3	34.3
Laid with iron rail, branches or other roads	47.0	9.7	56.7

Average life of rails, iron, 13 years; average life of ties, 5 years; weight of rails per yard, steel, maximum, 67 lbs., minimum, 50 lbs.; iron, maximum, 56 lbs., minimum, 48 lbs.; gauge of track, 4 feet $8\frac{1}{2}$ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire line all in N. Y. State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Ellenville Branch.....	Summitville.....	Ellenville.....	8.0	8.0	Owned...	.....	8.0
Delhi Branch.....	Walton.....	Delhi.....	16.7	16.7	Owned...	.....	16.7
New Berlin Branch....	New Berlin Junc....	New Berlin.....	22.3	22.3	Owned...	.....	22.3
Utica, Clinton & Bing- hamton.....	Randallsville.....	Utica.....	31.3	31.3	Leased...	31.3	.....
Rome and Clinton.....	Clinton.....	Rome.....	12.7	12.7	Leased...	12.0	9.7
West Shore Railroad trackage right.....	Cornwall.....	Weehawken.....	.....	53.07	.....	.....	.....

* This company has trackage right over West Shore Railroad between Cornwall and Weehawken, a distance of 53.01 miles.

DESCRIPTION OF ROAD AND EQUIPMENT -- (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	27	<i>Feet.</i> 7,521
Wooden bridges	80	6,357
Wooden trestles	117	20,441
Total	224	34,319

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, pounds.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	6	.....	170,000	3	.....	.....
Locomotives, 4 drivers	34	.....	126,000	17	14	.....
Locomotives, shifting	4	.....	84,000	17	8	.....
Locomotives, 4 drivers	88	.....	109,000	15	84	.....
Total	83	.....	.....	.....	51	.....
First class passenger cars	48	\$6,000	54,200	6	48	48
Second class passenger cars	14	3,577	44,200	6	14	14
Baggage, mail and express cars	19	2,457	88,600	6	19	19
Total	81	.....	.....	.....	81	81
Box freight cars	481	\$645	22,200	8	.....	75
Stock freight cars	62	690	20,450	7	.....	25
Coal freight cars	637	513	18,525	6	.....	200
Flat freight cars	646	435	16,920	11	.....	.....
Milk cars	25	1,270	31,000	6	25	25
Caboose, 4-wheel cars	12	567	14,800	4 1/2	.....	.....
Caboose, 8-wheel cars	10	1,466	31,100	6	.....	.....
Snow plows	4	1,720	51,000	8	.....	.....
Service cars	6	1,677	36,100	4	.....	.....
Total	1,883	.....	.....	.....	25	325

Westinghouse passenger brake used on passenger cars; Westinghouse freight brake used on milk cars, and Perry safety coupler used on 800 freight cars.

Lorenz, Tracy, Wharton and Cook safety switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	1,015.2
Telegraph operated in connection with Baltimore and Ohio Telegraph Company, miles	235.2
Length of steel rails laid during year, replacing iron rails, miles	68
Railroads crossing road at grade	4
Railroads crossing over or under grade	5
Highway crossings at grade without protection	310
Highway crossings at grade protected by gates or flagmen	7
Highway crossings over or under grade	58
Overhead obstructions less than 20 feet above track	34

Passenger cars heated by Johnson's heaters and Spears' stoves and heaters, lighted with kerosene oil 800°, ventilated by ventilators in roof of each car.

The National Express Company runs over this line; terms, percentage basis, 40 to 50 of gross receipts received by express company on line of railway is paid to railway for transportation.

Two sleeping cars owned by Pullman's Company run over this road. This company maintains these cars exclusive of inside fixtures, in lieu of paying mileage; charges per mile by the Pullman's Company, for short distances, one cent, and for long distances, six-tenths of a cent. For Pullman's parlor cars the railway company pays three cents per mile when used.

The total amount paid to the Pullman's Palace Car Company during the year is \$3,692.19.

The rate of compensation for carrying United States mail is fixed by the post-office department and depends upon the weight of mails carried and the facilities furnished.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	80,268	3.74
Grain.....	85,573	10.60
Meats and provisions.....	26,197	3.24
Live stock.....	7,112	0.89
Lumber.....	81,133	10.05
Pig and bar iron and steel.....	4,758	0.59
Iron or other ores.....	4,791	0.59
Coal and coke.....	327,977	40.62
Petroleum and other oils.....	3,330	0.42
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	45,457	5.62
All other manufactures.....	34,926	4.33
All other merchandise.....	32,001	3.96
All other agricultural products.....	43,392	5.38
All other articles not included above.....	80,476	9.97
Total.....	807,441	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	8	—	8
Employees.....	10	9	19
Others.....	2	1	3
Total.....	20	10	30

EMPLOYEES.

Average number of persons employed (including officials) during year 1,407
 Aggregate amount of salaries and wages paid them during year..... \$691,237 81

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS P. FOWLER.....	President.....	16 and 18 Exchange place, N. Y. city.
JOHN BURTON.....	Sec'y and Treasurer.....	16 and 18 Exchange place, N. Y. city.
THOMAS SWINYARD.....	Ass't to President.....	16 and 18 Exchange place, N. Y. city.
JAMES E. CHILDS.....	Gen. Manager.....	16 and 18 Exchange place, N. Y. city.
JOHN B. KERR.....	Attorney.....	16 and 18 Exchange place, N. Y. city.
JAMES C. ANDERSON.....	Gen Freight & Pas. Agt..	16 and 18 Exchange place, N. Y. city.
E. MINSHULL.....	Master Mechanic.....	Middletown, N. Y.
E. CANFIELD.....	Supt. Southern Div.....	Middletown, N. Y.
C. W. LANPHER.....	Supt. Northern Div.....	Norwich, N. Y.
ISAAC W. FOWLER.....	Purchasing Agent.....	Middletown, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
THOMAS P. FOWLER	New York city.
JOSEPH PRICE	London, Eng.
BYRON D. BENSON	New York city.
FRANCIS R. CULBERT	New York city.
J. COLEMAN DRAYTON	New York city.
JOHN GREENOUGH	New York city.
RICHARD IRVIN, JR.	New York city.
H. C. NORTHCOTE	New York city.
W. H. PAULDING	New York city.
HARRY PEARSON	London, Eng.
CHARLES J. RUSSELL	London, Eng.
THOMAS SWINYARD	New York city.
CHARLES S. WHELEN	Philadelphia, Pa.

Title of company, New York, Ontario and Western Railway Company.

General offices at 16 and 18 Exchange place, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in January.

For information concerning this report, address John Burton, Secretary and Treasurer.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares	Par value.	No. of shares	Par value.	
Authorized by law or charter	700,000	\$35,000,000	200,000	\$10,000,000	.....

*Grand total of common and preferred stock now outstanding. \$44,999,850 00

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Prior lien bonds.	May 5, 1880	15	p.c.	M'ch & Sept.	\$8,000,000	\$8,000,000
First mortgage bonds.	May 6, 1880	25	7	Jan. & July	44,186,000	44,186,000
Second mortgage bonds.....	May 7, 1880	30	5	May & Nov.	14,500,000	14,500,000
Third mortgage bonds.....	May 7, 1880	35	5	May & Nov.	30,000,000	30,000,000
Total.....	.....	..	..	.....	\$96,686,000	\$96,686,000

NOTE.—There is outstanding the sum of \$4,335,666.25 of deferred warrants issued for unearned interest on first mortgage; same are redeemable in first mortgage bonds.

* Used in part payment of the property purchased.

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ADDITIONS TO ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of additions or betterments to road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$81,697 69	\$245,564 99
Bridges.....		4,039 63
Rails.....		71,923 03
Land and land damages.....	2,568 70	82,755 44
Passenger and freight stations.....	2,115 57	106,422 61
Engine and car houses.....	88 68	83 68
Shops, machinery and tools.....		20,213 69
Fuel and water stations.....	571 19	5,127 96
Engineering expenses.....	812 45	9,508 16
Telegraph line.....		3,655 09
Signal and whistling posts.....	666 12	5,451 84
Brown's patent hoists for ore docks.....	22,901 31	22,901 31
Manning coal tracks.....		634 95
Total cost of road.....	\$111,421 71	\$528,270 68
EQUIPMENT.		
Locomotives.....		\$266 40
Mail, baggage and express cars.....		1,453 33
Freight and other cars.....		8,644 35
Total cost of equipment.....		\$10,564 27
Grand total cost of additions to property purchased.....		\$538,835 15

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading, masonry, ballast and superstructure :</i>		
Sidings.....	\$64,559 70	
Reducing grades.....	17,137 99	
		\$81,697 69
<i>Land and land damages :</i>		
Right of way.....	\$572 29	
Real estate.....	1,996 41	
		2,568 70
<i>Passenger and freight stations :</i>		
Station houses.....	\$1,610 08	
Track scales.....	505 49	
		2,115 57
<i>Engine and car houses :</i>		
Car shops.....		88 68
Fuel and water stations.....		571 19
<i>Engineering expenses :</i>		
Office expenses.....	\$162 75	
Engineering.....	649 70	
		812 45
Signal and whistling posts.....		666 12
Brown's patent hoists.....		22,901 31
		\$111,421 71

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from rentals.....	\$2,001,401 48
Less general expenses (excluding all taxes).....	60,833 50
Net earnings from operation.....	\$1,940,567 98
<i>Income from other sources, as follows, viz.:</i>	
Dividends on Sharon railway stock.....	10,120 25
Interest and exchange.....	3,123 98

Profit and loss	\$881 16
Sales of Sharon railway stock	100,000 00

Gross income from all sources	\$2,054,693 82
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$1,074,298 86
Rentals	496,615 06
Taxes on earnings and capital stock	10,249 89
Taxes other than above	1,937 59
Hire of cars under car trusts	289,035 80
London agency expenses	29,624 33
General expenses	9,390 17
Contingent liabilities	30,000 00
Additions	110,790 15
Additions on Sharon railway	4,113 31
Special fund to meet payments on account of capital	235 84
	<hr/> 2,056,890 00
Deficiency	\$1,696 68

DETAILED STATEMENT OF RENTALS.

Rent of Cleveland and Mahoning Valley railway	\$412,180 00
Rent of Sharon railway	41,738 82
Rent of Westernman railroad	4,350 00
Rent of water rights	172 50
Rent of docks, lots, etc.	38,173 74

Total amount of rents deducted from income	\$496,615 06
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OPERATING EXPENSES.

<i>General expenses:</i>	
Salaries of general officers and clerks	\$32,428 40
General office expenses and supplies	2,713 10
Legal expenses	19,768 74
Rebates and expenses on business prior to May 1, 1883	5,923 26
Total	<hr/> \$60,833 50

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of property purchased	\$145,427,102 16
Cost of road, additions	528,270 88
Cost of equipment, additions	10,564 27
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	\$122,895 00
New construction	494,706 87
Additions held in suspense	6,379 91
	<hr/> 623,981 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$82,996 56
Open accounts	805,312 88
	<hr/> 888,309 44
	<hr/> \$147,478,228 53

LIABILITIES.

Capital stock	\$44,999,350 00
Funded debt	96,686,000 00
Deferred warrants	4,385,686 25
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$664,938 86
Audited vouchers and pay-rolls	9,982 22
Open accounts	41,432 99
	<hr/> 716,354 07
Special fund for additions	538,203 59
Special fund to meet payments of Sharon railway stock	4,090 34
Special fund to meet contingent liabilities	165,000 00
Special fund to meet payments on account of capital	23,667 78
Profit and loss (surplus)	9,876 50
	<hr/> \$147,478,228 53

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JARVIS M. ADAMS	President	Cleveland, O.
JOHN TOD	Vice-President	Cleveland, O.
THOS. WARNOCK	Auditor and Secretary	Cleveland, O.
F. E. RITTMAN	Treasurer	Cleveland, O.
ADAMS & RUSSELL	General Solicitors	Cleveland, O.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JARVIS M. ADAMS	Cleveland, O.
JOHN TOD	Cleveland, O.
E. R. PERKINS	Cleveland, O.
S. L. MATHER	Cleveland, O.
WM. J. MCKINNIE	Cleveland, O.
J. M. FERRIS	Toledo, O.
W. W. SCARBOROUGH	Cincinnati, O.
S. M. FELTON, JR.	New York city.
W. W. MAC FARLAND	New York city.
W. H. CLEMENTS	New York city.
H. B. PERKINS	Warren, O.
E. A. WHEELER	Sharon, Pa.
D. V. DERICKSON	Alendville, Pa.

Title of company, New York, Pennsylvania and Ohio Railroad Company.

General office at Cleveland, O.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in October, unless another day shall be fixed by directors or executive committee.

For information concerning this report, address Thos. Warnock, Secretary and Auditor.

NEW YORK, PENNSYLVANIA AND OHIO.

LESSEE.

For terms of lease, see Report of 1885.

EARNINGS AND WORKING EXPENSES.

EARNINGS.

	Erie proportion.	Ohio proportion.	Total
General freight	\$2,362,048 42	\$1,111,552 21	\$3,473,600 63
Coal	724,680 04	341,025 89	1,065,705 93
Passenger	950,040 64	447,077 94	1,397,118 58
Mails	45,661 80	21,487 85	67,149 65
Express	54,940 04	25,854 15	80,794 19
Miscellaneous	52,181 64	24,556 10	76,737 74
Total	\$4,189,552 58	\$1,971,554 14	\$6,161,106 72

Total earnings, Erie proportion, as shown above..... \$4,189,552 58

Working expenses..... *4,109,281 28

Profit..... \$80,321 30

Loss September 30, 1885..... 810,561 63

Loss from May 1, 1883, to September 30, 1886..... \$230,240 53

* Operating expenses..... \$3,998,531 80

Taxes on property used in operation of road..... 110,709 48

Total..... \$4,109,281 28

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$3,012,655 99		
Freight, local	1,526,650 57		
		\$4,539,306 56	\$4,539,306 56
Passengers, through	\$668,570 07		
Passengers, local	728,548 51		
	\$1,397,118 58		\$1,397,118 58
Mail	87,149 65		87,149 65
Express	80,794 19		80,794 19
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$28,570 08		
Sundries	48,167 66		
	17,649 68	59,088 06	76,737 74
Total gross earnings	\$1,562,712 10	\$4,598,394 62	\$6,161,106 72

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$111,747 58	\$274,111 42	\$485,859 00
Steel rails laid, 5,842.621 tons, cost, \$66,735.46			
Repairs of bridges (including culverts and cattle-guards)	6,654 82	22,279 16	28,933 98
Repairs of stations, shops, docks, etc.	12,708 01	28,951 79	41,659 80
Repairs of fences	3,417 84	11,440 68	14,858 02
Other expenses for maintenance of way and structures	20,207 26	67,650 41	87,857 67
Total	\$154,785 01	\$504,483 46	\$659,168 47

Maintenance of equipment:

Repairs of locomotives	\$63,332 22	\$256,869 39	\$320,201 61
Repairs of cars	59,080 36	301,794 99	360,875 35
Repairs of machinery and tools	5,499 86	18,410 90	23,910 26
Other expenses for maintenance of equipment	25,042 41	88,837 60	108,880 01
Total	\$152,954 35	\$660,912 88	\$813,867 23

Conducting transportation:

Wages of conductors and men	\$31,858 67	\$314,415 20	\$406,273 87
Wages of engineers and firemen	94,556 57	853,387 30	447,943 87
Fuel for locomotives	48,365 27	324,600 28	372,965 55
Oil and waste	7,140 80	29,300 07	36,440 87
Water supply	5,626 60	18,886 88	24,463 48
Other train supplies or expenses	23,070 50	41,460 35	70,520 85
Wages of station agents and clerks	32,186 37	153,619 54	185,755 91
Wages for labor at stations	3,647 17	76,548 73	80,195 90
Station supplies	9,180 24	23,389 14	32,519 38
Wages of watchmen, flagmen and switchmen	21,441 33	131,801 77	153,243 10
Other expenses for conducting transportation	7,984 48	14,432 31	22,416 79
Total	\$350,957 50	\$1,431,781 57	\$1,832,739 07

General expenses:

Salaries of general officers and clerks	\$11,262 46	\$37,554 81	\$48,817 27
General office expenses and supplies	1,755 33	5,876 53	7,631 86
Stationery and printing	4,089 91	13,164 73	17,224 64
Outside agencies and advertising	48,004 33	81,645 34	129,649 67
Legal expenses	1,777 61	5,951 16	7,728 77
Loss and damage of freight and baggage	391 40	11,737 02	12,128 42
Damage to cattle and property	3,092 99	23,026 17	26,119 16

REPORT OF THE RAILROAD COMMISSIONERS.

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
Injuries to persons	\$1,856 29	\$11,830 27	\$13,686 56
Telegraph maintenance and operation	24,269 79	83,176 86	107,446 65
Mileage of cars of other companies (debit balance)	64,530 62	254,165 50	318,696 12
Other general expenses	832 12	2,785 79	3,617 91
Total	\$161,812 85	\$530,934 18	\$692,747 03
Grand total operating expenses	\$820,459 71	\$3,178,062 09	\$3,998,521 80

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	227,925	1,283,008	1,465,933
Number of passengers carried one mile	39,339,926	33,593,099	72,933,025
Number of tons of freight carried	3,084,833	2,776,488	5,861,321
Number of tons of freight carried one mile	664,451,416	159,465,688	823,917,104
Passenger train mileage .....	.....	.....	1,632,892
Freight train mileage .....	.....	.....	4,378,379
All other train mileage .....	.....	.....	1,257,193
Total train mileage .....	.....	.....	7,268,394

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$1,562,712 10	\$820,459 71	\$742,252 39
Average per passenger carried	1 066	560	506
Average per passenger per mile	021	011	010
Average per passenger train per mile	957	502	455
Freight earnings and expenses (including miscellaneous earnings)	4,598,394 62	3,178,062 09	1,420,332 53
Average per ton of freight carried	784	542	242
Average per ton of freight per mile	00558	00385	00173
Average per freight train per mile	1 050	726	324

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class	Cents. 1.77	Cents. 2.19	Cents. 2.00
Average rate received per mile for carrying passengers, second-class	1.55	1.39	1.54
Average rate received per mile for carrying passengers, all classes	1.70	2.17	1.92
Average rate received per mile per ton for carrying freight, all classes	0.453	0.957	0.550

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased all out-side N. Y. State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Salamanca, N. Y., to Dayton, Ohio, single track	49.240	888.086	.....	49.240	888.086
Branches or other roads, single track .....	.....	48.625	143.890	.....	187.015
Total single track	49.240	481.661	143.890	49.240	575.051
Sidings and turnouts on main line	20.566	152.720	.....	20.566	152.720
Sidings and turnouts on branches or other roads .....	.....	10.160	86.310	.....	96.470
Total sidings and turnouts	20.566	162.880	86.310	20.566	249.190
Grand total of tracks, sidings and turnouts..	69.806	594.541	229.700	69.806	824.241
Laid with steel rail, main line	49.240	888.086	.....	49.240	888.086
Laid with steel rail, branches or other roads..	.....	27.400	124.530	.....	151.930
Laid with iron rail, branches or other roads .	.....	16.225	18.860	.....	35.085

Average life of rails, steel, 8 years, iron, 8 years; average life of ties, 7 years; weight of rail per yard, steel, maximum, 68½ lbs., minimum, 56 lbs.; iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and furnace slag.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Franklin Branch	Buchanan	Oil City, Pa.	33.780	Owned...	27.150	6.630
Silver Creek Branch	Silver Creek, O.	Coal Mines	2.650	Owned...	.250	2.400
*Cleveland and Mahoning	Cleveland, O.	Near Pa. & Ohio State line	80.860	Leased...	80.860	
Niles and New Lisbon	Niles, O.	Ore Mines below New Lisbon	36.270	Leased...	27.000	9.270
Liberty and Vienna	Mosier, O.	Vienna, O.	8.030	Leased...	1.500	6.530
Westerman	Near Pa. & Ohio State line	Sharon, Pa.	2.090	Leased...	2.090	
†Sharon	Pymatuning	Middlesex, Pa.	16.140	Leased...	13.080	3.060
Youngstown and Austintown and Manning Branch	Youngstown	Coal Mines	7.195	Owned...		7.195
Total			187.015		151.930	35.085

* Includes branch from Youngstown, O., to Haselton, O., to connect with R. L. E. R. R., 1.66 miles.

† Includes branches to Sharpsville furnaces, 1.56 miles, and to Sharon depot, .45 miles.

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	10	<i>Feet.</i> 851	89	<i>Feet.</i> 10,040
Wooden bridges.....	4	568	13	2,926
Wooden trestles.....	1	110	56	6,417
Total	15	1,529	158	19,383

EQUIPMENT.	Number owned.	Number leased.	Total number.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers.....	30	20	50	165,000	20	...	...
Locomotives, 6 drivers.....	18	...	18	142,000	20	1	...
Locomotives, 4 drivers.....	148	...	148	142,000	20	55	...
Total	196	20	216	...	...	56	...
First-class passenger cars	59	...	59	40,000	15	50	59
Second-class passenger cars	43	...	43	40,000	15	28	43
Baggage, mail and express cars	44	...	44	32,000	15	44	44
Total	146	...	146	...	...	121	146
Box freight cars	1,447	1,850	3,297	21,000	15	...	1
Stock freight cars	151	349	500	20,000	15	...	...
Coal and flat freight cars	2,652	949	3,601	18,000	12	10	44
Caboose 4-wheel cars	16	...	16	14,000	15	...	...
Caboose 8-wheel cars	108	...	108	22,000	15	...	...
Service cars.....	17	...	17	40,000	15	2	2
Total	4,201	3,248	7,539	...	...	12	48

Westinghouse train brake and Miller platform and hook are used on passenger cars; common hand brake and link and pin, and Gifford couplers on freight cars.

With few exceptions, the ordinary split switch with spring is used on main track.

MISCELLANEOUS STATISTICS.

Item.	In New York State.	Entire line.
Telegraph owned and operated by company.....	48	543
Length of steel rails laid during year in repairs, single rail .....	...	88,66
Railroads crossing road at grade.....	3	40
Railroads crossing road over or under grade.....	...	19
Highway crossings at grade without protection.....	42	337
Highway crossings at grade protected by gates or flagmen..	2	38
Highway crossings over or under grade.....	3	49

Passenger cars are heated by Winslow safety, and Baker heaters for anthracite coal, all well protected with zinc, lighted with mineral seal oil, and ventilated by movable sash in dome.

The New York, Lake Erie and Western Railroad Company (lessees) operate the Erie express over this road.

Sleeping, parlor and hotel cars of the Pullman's Palace Car Company are run on this road. Passengers are charged the customary rates for berths and sections.

The Erie Despatch runs over this road. It is a co-operative line and the cars are owned by the various railroad companies forming it.

No contract with the United States Government for transportation of mails. Service recognized.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	264, 238
Grain.....	497, 978
Meats and provisions.....	58, 039
Live stock.....	67, 496
Lumber and other products of the forest.....	212, 402
Pig and bar iron and steel.....	284, 661
Iron or other ores.....	784, 649
Coal and coke.....	2, 061, 298
Petroleum and other oils.....	173, 253
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	28, 813
All other manufactures.....	467, 896
All other merchandise.....	337, 528
All other agricultural products.....	240, 960
All other articles not included above.....	402, 112
Total.....	5, 861, 321

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	8	1	9
Others.....	2	3	5
Total.....	10	4	14

EMPLOYEES.

Average number of persons employed (including officials) during year..... 4, 978
 Aggregate amount of salaries and wages paid them during year..... \$2, 555, 409 61

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. R. SHALER.....	Gen. Supt. for the lessee.....	Cleveland, Ohio.

For information concerning this report, address A. R. Macdonough, Secretary of New York, Lake Erie and Western Railroad Company, P. O. box 839, N. Y. city.

NEW YORK, RUTLAND AND MONTREAL.

The New York, Rutland and Montreal Railway was organized April 1, 1886, from the franchises and property of the late Lebanon Springs Railroad Company, the same having been purchased from Wm. Fisher, Jr., and R. N. Hazard, owners, and went into operation on abovementioned date.

CAPITAL STOCK AND FUNDED DEBT

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter	24,250	\$3,425,000 00	20,000	\$2,000,000 00
Issued for purchase of Lebanon Springs Railroad, and now outstanding.....	14,500	1,450,000	9,140	914,000 00
Grand total of common and preferred stock now outstanding.....				\$2,364,000 00
Number of stockholders.....				35

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Consolidated first mortgage bonds	Jan. 1, 1884	30	p.c. 6	May & Nov.	\$3,425,000 00	\$1,450,000 00

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading and masonry	\$16,017 50	.....
Ballast	9,570 05	.....
Bridges	1,813 74	.....
Superstructure (including ties)	52,801 94	.....
Rails	56,514 48	.....
Land	1,056 70	.....
Land damages	186 77	.....
Fences	1,954 64	.....
Passenger and freight stations	1,988 45	.....
Engine and car houses	425 00	.....
Shops, machinery and tools	8 00	.....
Fuel and water stations	801 19	.....
Engineering expenses	3,402 73	.....
Purchase of constructed road .....	.....	\$2,609,228 94
Telegraph line	71 78	.....
Total cost of road	\$146,062 92	\$2,755,291 86
EQUIPMENT.		
Purchase of equipment .....	.....	\$40,000 00
Locomotives	\$5,797 93	.....
Passenger cars .....		.....
Mail, baggage and express cars .....		.....
Freight and other cars .....		.....
Total cost of equipment	\$5,797 93	\$45,797 93
Grand total cost of road and equipment .....	.....	\$2,801,089 79

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Reducing grades; replacing iron with steel and ballasting same; placing 80,000 new cross ties; new stations; new side tracks, turn-tables, scales, water tanks and other additions for terminal facilities; new engine house; real estate for stations; right of way for new track; repairing old wooden bridges; masonry and iron for new iron bridges; payments in account of purchase of locomotives and other rolling stock; other repairs and expenses for renewing and putting the road and equipment in first-class condition	\$151,860 85
--	--------------

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$45,166 94
Less operating expenses (excluding all taxes)	41,545 28
Gross income from all sources	\$3,621 66
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$981 55
Taxes on property used in operation of road	138 62
	1,065 17
Surplus for six months ending September 30, 1886	\$2,556 49

DETAILED STATEMENT OF RENTALS.

Rent of terminal facilities at Chatham, from N. Y. & Harlem Railroad, being for use of yard and tracks, switching and water supply	\$399 00
Rent of same from Bennington and Rutland Railroad, at Bennington, Vt. . .	532 55
Total amount of rentals deducted from income	\$981 55

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local		\$26,655 42	\$26,655 42
Passengers, through and local	\$12,912 10		
Mail	1,526 88		
Express	450 00		14,888 78
Miscellaneous		8,622 74	8,622 74
Total gross earnings	\$14,888 78	\$30,278 16	\$45,166 94

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track and roadbed	\$609 14	\$1,271 43	\$1,880 57
*Steel rails laid, 1,792 tons, cost, \$56,514.43.			
*Iron rails relaid, 211 tons, cost, \$1,050.00.			
Repairs of roadbed	1,060 84	2,210 27	3,271 11
Repairs of bridges (including culverts and cattle-guards)	160 89	335 70	496 59
Repairs of stations, shops, docks, etc.	234 02	488 30	722 32
Repairs of fences	96 76	202 51	299 27
Total	\$2,161 65	\$4,508 21	\$6,669 86

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$1,153 64	\$2,406 93	\$3,560 57
Repairs of cars.....	529 42	1,104 62	1,634 04
Repairs of machinery and tools.....	76 90	160 33	237 23
Total	\$1,759 96	\$3,671 88	\$5,431 84
<i>Conducting transportation :</i>			
Wages of conductors and men	\$1,037 89	\$2,165 46	\$3,203 35
Wages of engineers and firemen.....	1,338 00	2,791 57	4,129 57
Fuel for locomotives.....	1,985 01	4,037 21	5,972 22
Oil and waste	129 11	269 36	398 47
Water supply	51	1 07	1 58
Wages of station agents and clerks.....	1,234 25	2,575 16	3,809 41
Wages for labor at stations.....	321 37	670 53	991 90
Station supplies.....	328 33	684 23	1,012 56
Wages of watchmen, flagmen and switchmen	36 42	75 19	111 61
Total	\$6,360 89	\$13,269 86	\$19,630 77
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,695 56	\$3,537 55	\$5,233 11
General office expenses and supplies.....	244 32	509 74	754 06
Stationery and printing.....	459 43	958 56	1,417 99
Outside agencies and advertising.....	230 48	480 18	710 66
Loss and damage of freight and baggage	5 68	11 07	16 75
Damage to cattle and property.....	.....	143 55	143 55
Telegraph maintenance and operation	184 35	384 64	568 99
Mileage of cars of other companies (debit balance).....	.....	967 70	967 70
Total	\$2,619 82	\$6,992 99	\$9,612 81
Grand total operating expenses	\$18,102 32	\$28,442 96	\$41,545 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$2,755,291 86
Cost of equipment.....	45,797 93
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$3,976 79
Due by agents	3,817 93
Open accounts.....	2,043 22
	9,837 93
	\$2,810,927 73
LIABILITIES.	
Capital stock.....	\$1,644,000 00
Funded debt.....	1,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	\$6,489 73
Open accounts.....	157,881 50
	164,371 23
Profit and loss (surplus).....	2,556 49
	\$2,810,927 73

* Charged in additions and betterments.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	9,082	27,678	36,705
Number of passengers carried one mile	122,374	812,289	494,613
Number of tons of freight carried	11,527	18,596	30,023
Number of tons of freight carried one mile	420,515	564,298	984,813
Passenger train mileage.....	.....	.....	18,908
Freight train mileage.....	.....	.....	39,470
Total train mileage.....	.....	.....	58,378

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$14,888 78	\$13,284 88	\$1,640 40
Average per passenger carried	4058	3809	0447
Average per passenger per mile	0848	0805	0038
Average per passenger train per mile.	7874	7006	0868
Freight earnings and expenses (including miscellaneous earnings).....	30,278 16	28,296 90	1,981 26
Average per ton of freight carried....	1 0085	9425	066
Average per ton of freight per mile....	03075	02888	00192
Average per freight train per mile....	4004	3743	0261

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying freight and passengers only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2.94	Cents. 3	Cents. 2.97
Average rate received per mile per ton for carrying freight, all classes.....	2.23	3.92	3.075

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES ALL OWNED.	
	In N. Y. State.	Entire length.
Main line from Bennington, Vt. to Chatham, N. Y., single track.....	52.1	57.1
Sidings and turnouts on main line	4.2	4.9
Grand total of tracks, sidings and turnouts.....	56.3	62.0
Laid with steel rail, main line	12	19
Laid with iron rail, main line .....	.....	38.1

Weight of rails per yard — steel, 60 lbs. ; gauge of track, 4 feet 8½ inches ; ballasted with gravel.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	3	Feet. 482	4	Feet. 512
Wooden bridges.....	15	.....	.....	.....
Wooden trestles.....	20	.....	.....	.....
Total.....	38	.....	.....	.....

EQUIPMENT.	No. owned.	No. leased.	Total number.	Maximum weight of each, tons.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	3	4	7	30	4	2
First-class passenger cars.....	5	.....	5	.....	3	5
Second-class passenger cars.....	2	.....	2	.....	.....	.....
Baggage, mail and express cars.....	3	.....	3	.....	3	3
Total.....	10	.....	10	.....	6	10
Box freight cars.....	11	.....	11	.....	.....	.....

Miller coupler is used on passenger cars and trains and link and pin on freight cars.
Safety and ordinary switches are both used on road.

MISCELLANEOUS STATISTICS.

ITEM.	In N. Y. State.	Entire line.
Railroads crossing road at grade.....	2	2
Highway crossing at grade protected by gates or flagman.....	.....	1
Overhead obstructions less than 20 feet above track.....	4	4

Passenger cars are heated by Spear car heaters, lighted with oil and candles, and ventilated by ordinary ventilators.

The National Express Company runs over this line at a stated sum per month.

Receive from the United States Government for transportation of mails, \$3,054.50 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	419	1.399
Grain.....	1,381	4.606
Meats and provisions.....	257	.860
Live stock.....	41	.014
Lumber.....	6,122	20.410
Pig and bar iron and steel.....	8,195	10.652
Iron or other ores.....	338	1.130

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Coal and coke.....	6,651	22.175
Petroleum and other oils.....	109	.364
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	1,246	4.155
All other manufactures.....	3,403	11.350
All other merchandise.....	1,718	5.733
All other agricultural products.....	996	3.320
All other articles not included above.....	4,147	13.828
Total	30,023	100

NUMBER OF ACCIDENTS.

Other than passengers and employees, injured 2

EMPLOYEES.

Average number of persons employed (including officials) during year 140
 Aggregate amount of salaries and wages paid them during year..... \$4,740 10

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
F. A. WHITE.....	President.....	96 Broadway, New York city.
JOHN C. SHORT.....	Vice-President.....	96 Broad way New York city.
WILLIAM P. WATSON.....	Secretary and Treas.....	96 Broadway, New York city.
C. E. WHITE.....	General Manager.....	Bennington, Vt.
R. F. WILSON.....	General Freight Agent..	Bennington, Vt.
A. W. PERRIN.....	General Pass. Agent.....	Bennington, Vt.
R. J. BESTOR.....	Auditor.....	Bennington, Vt.
T. L. CARPENTER.....	Assistant Treasurer....	Bennington, Vt.
C. H. ROBERTS.....	Purchasing Agent.....	Bennington, Vt.
C. T. CHURCH.....	Chief Engineer.....	Lebanon Springs, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
FRANCIS A. WHITE.....	New York city.
WILLIAM FOSTER, JR.....	New York city.
GEORGE A. SCOTT.....	New York city.
JOHN C. SHORT.....	New York city.
DELANO C. CALVIN.....	New York city.
THEODORE B. TALBOT.....	New York city.
WILLIAM P. WATSON.....	New York city.
CHARLES H. CAPEN.....	New York city.
JOHN F. SCOTT.....	New York city.
R. N. HAZARD.....	New York city.
WILLIAM V. REYNOLDS.....	Reynolds, N. Y.
JOHN L. BUTMAN.....	Saratoga Springs, N. Y.
CORNELIUS S. BUSHNELL.....	New York city.

Title of company, New York, Rutland and Montreal Railway Company.

General offices at Bennington, Vt.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, last Thursday in January.

For information concerning this report, address F. A. White, President, or R. J. Bestor, Auditor.

NEW YORK AND SEA BEACH.

(Date of charter, May 12, 1883.)

For history of organization, see Report of 1885.

During the past year the road has made connections, near Gravesend, with the Sea Beach and Brighton Railroad, and by agreement with its owners has been, since September 1st, operating it as a branch.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued for purchase of property and now outstanding.....	5,000	\$500,000
Number of stockholders		20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, year.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bonds..	May 14, 1883	16	7	Mch. & Sept.	\$200,000	\$200,000	*
Second mortgage							
Income bonds...	Sept. 1, 1885	5	6	Mch. & Sept.	200,000	105,750	\$105,750
Bond and mortg...	June 1, 1880	1	6	May & Nov.	22,288	22,288	*
Bond and mortg...	June 1, 1880	1	6	Jan. & July	7,500	7,500	*
Bond and mortg...	Feb. 1, 1884	1	6	Feb. & Aug.	4,000	4,000	†
Total.						\$339,538	\$105,750

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$36 65	\$13,475 78
Bridges		13,212 30
Superstructure (including ties).....	66 26	
Rails		10,019 29
Land	186 31	5,218 81
Passenger and freight stations, less sale of Third Avenue station building, \$8,219.85.....	216 22	43,586 74
Engine and car houses.....	752 43	5,145 23
Shops, machinery and tools.....	549 67	1,555 34
Fuel and water stations.....	129 17	129 17

* Debt of former company assumed.

† Purchase money mortgage assumed.

COST OF ROAD AND EQUIPMENT — (Continued).

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Engineering expenses.....		\$140 00
Interest and discount charged to construction		28,000 00
Purchase of constructed road, including equipment		729,788 00
Sundries.....	\$104 60	28,784 81
Total cost of road.....	\$2,081 81	\$882,005 43
EQUIPMENT.		
Locomotives.....	\$200 49	\$32,369 65
Passenger cars.....	2,980 00	15,772 10
Mail, baggage and express cars.....		100 67
Total cost of equipment.....	\$3,180 49	\$48,242 42
Grand total cost of road and equipment.....	\$5,211 80	\$980,247 88

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

An extension was made to our car house at a cost of.....	\$752 48
A blacksmith shop with necessary tools and machinery	589 67
An ash pit was dug and walled up at a cost of.....	129 17
A new station was put at Gravesend and platforms at other points at a cost of.....	216 22
Sundry other improvements.....	393 82
Engines Nos. 6 and 7 were improved by addition of a pilot and necessary fixtures to make them double enders.....	200 49
On account of purchase of passenger cars under car trust agreement.....	2,980 00
Total.....	\$5,211 80

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$76,241 41
Less operating expenses (excluding all taxes).....	68,181 07
Net earnings from operation.....	\$8,110 34
<i>Income from other sources, as follows, viz.:</i>	
Terminal property.....	\$31,446 91
Steamboat department.....	22,024 90
	53,471 81
Gross income from all sources.....	\$61,582 15
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$16,027 28
Taxes on earnings and capital stock.....	653 74
Taxes other than above.....	25 08
Interest on floating debt.....	1,816 34
Terminal property.....	17,622 84
Steamboat department.....	19,604 53
	55,750 80
Surplus for year ending September 30, 1886	\$5,831 35

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$5,831 35
Deficit up to September 30, 1885.....	\$47,922 81
Net amount charged profit and loss direct during year ending September 30, 1886.....	*5,004 26
	52,927 07
Total deficit September 30, 1886	\$47,095 72

*This amount was properly chargeable to expenses of this company prior to October 1, 1885.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$2,028 20	\$2,028 20
Passengers, local.....	\$72,034 06		
Miscellaneous, as follows, viz.:			
<i>Charter locomotives.....</i> \$1,480 00			
<i>Sales old material.....</i> 749 15			
	2,179 15		74,213 21
Total gross earnings.....	\$74,213 21	\$2,028 20	\$76,241 41

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	Passenger.
Repairs of track.....	\$3,188 72
Steel rails laid, 8 tons, cost, \$200.	
Repairs of roadbed.....	1,905 33
Repairs of bridges (including culverts and cattle-guards).....	47 14
Repairs of stations, shops, docks, etc.....	1,185 10
Repairs of fences.....	7 08
Total.....	\$6,333 44
<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$2,699 72
Repairs of cars.....	2,634 49
Repairs of machinery and tools.....	415 53
Total.....	\$5,800 14
<i>Conducting transportation:</i>	
Wages of conductors and men.....	\$2,867 63
Wages of engineers and firemen.....	4,179 25
Fuel for locomotives.....	5,372 91
Oil and waste.....	360 53
Water supply.....	757 60
Other train supplies or expenses.....	789 36
Wages of station agents and clerks.....	4,188 07
Wages for labor at stations.....	394 35
Station supplies.....	2,150 11
Wages of watchmen, flagmen and switchmen.....	4,250 33
Total.....	\$25,340 09
<i>General expenses:</i>	
Salaries of general officers and clerks.....	\$12,642 83
General office expenses and supplies.....	3,464 65
Stationery and printing.....	1,230 81
Outside agencies and advertising.....	11,024 42
Legal expenses.....	967 33
Injuries to persons.....	160 60
Other general expenses.....	1,166 51
Total.....	\$30,657 40
Grand total operating expenses.....	\$63,181 07

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$980,247 83
Other permanent investments, as follows, viz.:	
Stock of other companies.....	79,700 00
Sea Beach Palace property.....	5,176 50

NEW YORK AND SEA BEACH.

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<i>Current assets, as follows, viz.:</i>			
Cash on hand	\$3,201	11	
Open accounts	25,478	97	
Materials and supplies	3,006	13	
			\$81,681 21
Profit and loss (deficiency)			47,095 72
			<u>\$1,093,901 31</u>
LIABILITIES.			
Capital stock			\$500,000 00
Funded debt			389,538 00
<i>Current liabilities, as follows, viz.:</i>			
Interest on funded debt due and accrued			84,180 99
Pay-rolls			1,070 00
Open accounts			38,877 97
Loans and bills payable			60,254 35
Improvement loan			120,000 00
			<u>\$1,093,901 31</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	770,127
Number of passengers carried one mile	4,620,762
Number of tons of freight carried	1,250
Number of tons of freight carried one mile	7,500
	<u>69,888</u>
Total train mileage, all passenger	

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$74,213 21	\$68,181 07	\$6,082 14
Average per passenger carried	096	0885	0075
Average per passenger per mile	016	0148	0012
Average per passenger train per mile	1 06	97	09

ITEM.		Cents.
Computed on earnings from carrying passengers only.		
Average rate received per mile for carrying passengers, all classes		1.58
All freight, excepting articles of great bulk, carried on passenger cars.		

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Bay Ridge to Coney Island, single track	6	.....	6
Branches or other roads, single track .....	.....	1.3	1.8
Total single track	6	1.8	7.3
Second track on main line	6	.....	6
Second track on branches or other roads .....	.....	1.3	1.8
Total second track	6	1.8	7.8

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Sidings and turnouts on main line	2	.....	2
Grand total of tracks, sidings and turnouts	14	2.6	16.6
Laid with steel rail, main line	1.25	.....	1.25
Laid with iron rail, main line	10.75	.....	10.75
Laid with iron rail, branches or other roads .....	.....	2.6	2.6

Average life of rails, steel, 15 years, iron, 10 years; average life of ties, 4 years; weight of rails, steel, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and ashes.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles laid with iron rail.
Sea Beach and Brighton.....	86th street	Ocean Parkway	1.3	Leased.	1.3	2.6

BRIDGES.

	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridge	1	<i>Fct.</i> 103
Wooden bridges	3	239
Total	4	442

EQUIPMENT.	No. owned.	No. leased.	Total number.	Aggregate cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.
Locomotives, 4 drivers	6	1	7	\$5,700	60,000	15	7
First class passenger cars	31	10	41	\$1,500	16,000	10	41
Box freight cars	2	2	\$500	14,000	15	2
Flat freight cars	6	6	400	14,000	10	6
Total	8	8

NEW YORK AND SEA BEACH.

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Eames' vacuum brake and ordinary coupler are in use on cars.
Ramapo safety switch is used exclusively on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	6
Total assessed value of real estate and personal property of company.....	\$145,240
Length of steel rails laid during year in repairs, miles.....	12
Railroad crossing road at grade.....	1
Railroads crossing road over or under grade.....	2
Highway crossings at grade protected by gates or flagmen.....	8
Overhead obstruction less than 20 feet above track.....	4

Passenger cars heated by stoves, lighted with kerosene and ventilated by roof ventilators.

DESCRIPTION OF FREIGHT MOVED.

Freight carried by this company was in the nature of express business, we acting as forwarders for the Ferry company, and was all in small lots and incapable of classification according to tonnage.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	1	1	2
Others.....	1	1	2
Total.....	2	2	4

EMPLOYEES.

Average number of persons employed (including officials) during year.....	60
Aggregate amount of salaries and wages paid them during year.....	\$49,547 17

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ALBON B. MAN.....	President.....	56 Wall street, N. Y. city.
ALRICK H. MAN.....	Managing Director, Secretary and Treasurer.....	56 Wall street, N. Y. city.
BENJ. B. LAWRENCE.....	General Manager.....	56 Wall street, N. Y. city.
O. R. WHITNEY.....	Superintendent.....	Bay Ridge, L. I., N. Y.
J. T. NELSON.....	Auditor.....	56 Wall street, N. Y. city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
GEO. PRABODY WETMORE.....	Newport, R. I.
FREDERIC R. POTTS ..	New York city.
H. S. ISELIN ..	New York city.
JOHN BARKER.....	New York city.
B. B. LAWRENCE.....	New York city.
ALBON P. MAN ..	New York city.
ALRICK H. MAN ..	New York city.

Title of company, The New York and Sea Beach Railway Company.

General offices at 56 Wall street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, November 23.

For information concerning this report, address Alrick H. Man, Secretary.

NEW YORK, WESTCHESTER AND PUTNAM.

LESSOR.

LESSEE — NEW YORK CITY AND NORTHERN.

(Date of charter, July 8, 1877.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	12,500	\$1,250,000	41,809	\$4,130,900 00
Issued for acquisition of interest in property formerly N.Y. & Boston R. R., under foreclosure of mortgage..	.....	.....	.....	\$1,651,400 00
Reserved for outstanding interest....	.....	.....	.....	81,887 50
Total.....	.....	.....	.....	*\$1,733,287 50

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
C. GODDARD	Secretary	40 Wall street, N. Y. city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
LEWIS MAY	New York city.
JOHN Q. HOYT	New York city.
G. P. LOWREY	New York city.
JAS B. FORD	New York city.
LEWIS ROBERTS	New York city.
R. M. GALLAWAY	New York city.
WM. H. GUION	New York city.
JOHN H. CHEEVER	New York city.
CHRISTOPHER MEYER	New York city.
Four vacancies.	

*One million, six hundred and forty three thousand, one hundred and seventy-five dollars has been exchanged for stock and bonds of New York City and Northern Railroad Company, and \$90,112.50 has not yet been acquired by that company.

NEW YORK, WEST SHORE AND BUFFALO.

REPORT FROM OCTOBER 1 TO DECEMBER 5, 1885. FOR REPORT FROM DECEMBER 5, 1885 TO SEPTEMBER 30, 1886, SEE WEST SHORE RAILROAD COMPANY, LESSOR.

(Date of charter, June 14, 1881.)

For history of organization, see Report of 1885.

Judgment of foreclosure and sale bearing date October 1, 1885, was entered in the Supreme Court of the State of New York, October 2, 1885. On November 24, 1885, under and in pursuance of said judgment, the premises were sold at public auction, and on the 5th day of December, 1885, were duly conveyed to the purchasers; J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green, as joint tenants. This report covers the period from October 1 to December 5, 1885, when the road was in possession of and operated by Horace Russell and Theodore Houston, Receivers.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	400,000	\$40,000,000	
Issued for actual cash	44,500	\$4,450,000	
Issued on account of construction	355,500	\$5,550,000	
Total now outstanding	400,000	\$40,000,000	\$4,450,000

Number of stockholders 20

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
				When payable.		
First mortgage bonds ...	Aug. 5, 1881	50	p.c.	Jan. & July.	\$50,000,000	\$50,000,000
Income bonds, interest payable only out of net income	Jan. 12, 1884	60	5	Jan. & July.	25,000,000	20,000,000
Total					\$75,000,000	\$70,000,000

COST OF ROAD AND EQUIPMENT.

ROAD.

Additions or betterments during period from October 1 to December 5, 1885:

Grading and masonry	\$2,040 50
Ballast	1,558 43
Bridges	1,844 15
Superstructure (including ties)	12,766 40
Rails	9,257 62
Land and land damages	8,086 01
Fences	4,182 88
Passenger and freight stations	892 23

REPORT OF THE RAILROAD COMMISSIONERS.

Engine and car houses, shops, machinery, tools and fuel and water stations,	\$674 05
Engineering expenses.....	1,166 87
Miscellaneous.....	3,118 40

Total cost of additions and betterments to road..... \$45,087 50

EQUIPMENT.

Equipment leased.....	\$141,300 90
Miscellaneous.....	3,352 05

Total cost of additions and betterments to equipment..... \$144,652 95

Total cost of additions and betterments up to December 5, 1885..... \$189,690 45

Total cost of road and equipment up to December 5, 1885:

Total amount construction and equipment per report September 30, 1885...	\$101,552,487 83
Add adjusting entries in N. Y., W. S. & B. Ry. Co's account made since last report.....	202 65
Add expenditures, account construction and equipment, during the period ending December 5, 1885, as above.....	189,690 45

Grand total cost of road and equipment..... \$101,742,380 93

NOTE.— This road was constructed under contract, and no classification can be given of the entire cost.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Charges to construction represent expenditures as follows:

Extension and completion of new sidings.....	\$22,060 86
Improvements on buildings, bridges and other structures.....	6,679 36
Snow and other fences.....	8,782 33
Land, land damages, etc.....	6,715 10
Machinery for shops, fittings for equipment, etc.....	4,542 07
Miscellaneous items, including freight charges on new equipment.....	3,608 83

New equipment acquired by lease:

Fifteen passenger locomotives, four baggage and mail cars.....	141,300 90
	<u>\$189,690 45</u>

INCOME ACCOUNT FOR PERIOD FROM OCTOBER 1 TO DECEMBER 5, 1885.

Gross earnings from operation.....	\$623,224 66
Less operating expenses (excluding all taxes).....	949,693 20

Deficit from operation..... \$326,468 33

Income from other sources, as follows, viz.:

Rental of road, Middletown to Weehawken.....	\$30,687 97
Rent of real estate.....	5,491 25
	<u>36,179 22</u>

Gross deficit from all sources..... \$290,289 10

Deductions from income, as follows, viz.:

Interest on Receivers' certificates due and accrued.....	\$43,632 02
Rentals.....	141,770 47
Taxes on property used in operation of road.....	43,448 27
Taxes on earnings and capital stock.....	
Taxes other than above.....	
Interest and discount.....	6,780 54
Expenses of foreclosure.....	42,494 57
Real estate expenses.....	821 63
	<u>278,887 50</u>

Deficit for period from October 1 to December 5, 1885..... \$569,176 60

GENERAL INCOME ACCOUNT.

Deficit for period from October 1 to December 5, 1885, as shown.....	\$569,176 60
Deficit up to September 30, 1885.....	7,707,890 62
	<u>\$8,277,067 22</u>

NEW YORK, WEST SHORE AND BUFFALO.

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Interest on N. Y., W. S. & B. R. R. Co.'s first mortgage bonds accrued.....	\$450,268 81	
Miscellaneous charges to income account charged in operating accounts of the company since last report	25,871 94	\$475,640 75
Total deficit December 5, 1885.....		\$8,752,707 97

DETAILED STATEMENT OF RENTALS.

Rental accruing for use of terminal property at Weehawken and New York, leased from West Shore and Ontario Terminal Company.....	\$180,964 02
Rental accruing for use of Suspension Bridge and Erie Junction Railroad and Erie International Railroad between East Buffalo and Suspension Bridge, leased from New York, Lake Erie and Western Railroad Company.....	10,806 45
Total amount of rentals deducted from income.....	\$141,770 47

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$166,768 41		
Freight, local.....	217,263 10		
		\$384,081 51	\$384,081 51
Passengers, through.....	\$65,108 67		
Passengers, local.....	154,779 62		
	\$219,888 29		219,888 29
Mail.....	1,655 57		1,655 57
Express.....	8,538 58		8,538 58
<i>Miscellaneous, as follows, viz.:</i>			
Lighterage and terminal earnings.....	\$333 02		
Milk freight.....	2,471 05		
Extra baggage.....	831 15		
Miscellaneous.....	5,480 71		
	8,692 78	5,423 15	9,115 93
Total gross earnings.....	\$233,770 22	\$389,454 66	\$623,224 88

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$19,117 53	\$17,055 14	\$36,172 67
Steel rails laid, 235.82 tons, cost \$9,414.64..			
Iron rails laid, 108.6 tons, cost, \$2,060.57....			
Repairs of roadbed.....	15,926 22	14,883 45	30,809 67
Repairs of bridges (including culverts and cattle-guards).....	2,417 81	2,188 19	4,606 00
Repairs of stations, shops, docks, etc.....	1,748 45	982 64	2,731 09
Repairs of fences.....	741 63	670 33	1,411 96
Other expenses for maintenance of way and structures.....	6,443 40	5,854 27	12,297 67
Total.....	\$46,395 04	\$41,184 02	\$87,529 06
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$28,075 17	\$28,818 28	\$51,888 45
Repairs of cars.....	36,926 45	33,778 50	70,704 95
Repairs of machinery and tools.....	2,964 61	2,988 09	5,952 70
Other expenses for maintenance of equipment.....	11,640 69	12,788 65	24,429 34
Total.....	\$79,606 92	\$72,868 52	\$152,475 44

REPORT OF THE RAILROAD COMMISSIONERS.

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$26,107 00	\$37,303 98	\$63,410 98
Wages of engineers and firemen	35,086 81	40,227 72	75,314 53
Fuel for locomotives	40,780 98	49,710 12	90,491 10
Oil and waste	4,005 17	6,655 06	10,660 23
Water supply	5,981 67	5,515 11	11,496 78
Other train supplies or expenses	5,207 84	448 12	5,655 96
Wages of station agents and clerks	10,684 84	28,619 39	39,304 23
Wages for labor at stations	509 99	30,259 61	30,769 60
Station supplies	9,678 91	5,300 08	14,978 99
Wages of watchmen, flagmen and switchmen	4,269 65	10,090 28	14,359 93
Other expenses for conducting transportation	24,587 24	24,450 52	49,037 76
Total	\$166,848 90	\$233,579 94	\$400,428 84
<i>General expenses :</i>			
Salaries of general officers and clerks	\$11,701 56	\$10,715 52	\$22,417 08
General office expenses and supplies	4,501 92	3,879 39	8,381 31
Stationery and printing	4,514 00	3,307 47	7,821 47
Outside agencies and advertising	41,445 06	40,758 33	82,203 39
Legal expenses	2,761 13	1,439 94	4,201 07
Loss and damage of freight and baggage	5 91	11,571 04	11,576 95
Damage to cattle and property	3,466 34	2,105 94	5,572 28
Injuries to persons			
Telegraph maintenance and operation	6,856 79	7,613 45	14,470 24
Mileage of cars of other companies (debit balance)	20,206 74	*38,478 99	*58,685 73
Other general expenses	390 28	844 76	1,235 04
Total	\$95,849 73	\$43,256 85	\$139,106 58
Terminal expenses	\$32,091 75	\$138,061 53	\$170,153 28
Grand total operating expenses	\$420,792 34	\$528,900 86	\$949,693 20

GENERAL BALANCE SHEET DECEMBER 5, 1885.

ASSETS.

Cost of road and equipment	\$101,742,380 93
Other permanent investments, as follows, viz.:	
Stock of other companies	864,441 15
Current assets, as follows, viz.:	
Cash on hand	\$52,824 50
Due by agents	198,827 03
Open accounts	1,204,689 30
Materials and supplies	376,450 08
Sundries	13,946,171 53
	15,778,962 43
Profit and loss (deficiency)	8,752,707 97
	\$127,138,493 43

LIABILITIES.

Capital stock	\$40,000,000 00
Funded debt	70,000,000 00
Current liabilities, as follows, viz.:	
Interest on funded debt due and accrued	\$5,364,734 91
Audited vouchers and pay-rolls	1,579,033 00
Open accounts	676,066 45
Loans and bills payable	1,033,085 06
Sundries	1,152,812 48

* Credit balance.

NEW YORK, WEST SHORE AND BUFFALO.

475

Receivers' certificates.....	\$4,182,066 84	
Equipment lease warrants.....	8,200,694 24	
		\$17,188,492 48
		<u>\$127,188,492 48</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	90,588	242,600	263,188
Number of passengers carried one mile	5,081,897	8,681,008	13,712,400
Number of tons of freight carried	180,877	251,032	431,409
Number of tons of freight carried one mile	52,588,812	85,655,471	88,193,783
Passenger train mileage .....	.....	.....	890,219
Freight train mileage.....	.....	.....	840,847
All other train mileage.....	.....	.....	142,488
Total train mileage .....	.....	.....	878,049

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$238,770 22	\$420,792 84	\$187,022 12
Average per passenger carried	888	1 60	712
Average per passenger per mile.....	017	081	014
Average per passenger train per mile.	60	1 08	48
Freight earnings and expenses (including miscellaneous earnings).....	889,454 66	528,900 86	189,446 20
Average per ton of freight carried....	908	1 226	823
Average per ton of freight per mile ..	0044	0059	0015
Average per freight train per mile....	1 14	1 55	41

Item.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 1.88	Cents. 1.89	Cents. 1.67
Average rate received per mile for carrying passengers, second-class	1.01	1.52	1.88
Average rate received per mile for carrying passengers, all classes	1.29	1.78	1.60
Average rate received per mile per ton for carrying freight, all classes.....	.82	.61	.44

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	MILES OWNED.		Miles leased, all in New York State.	TOTAL MILES.	
	Length in N. Y. State.	Entire length.		Length in N. Y. State.	Entire length.
Main line from Weehawken, N. J., to Buffalo, N. Y., single track.....	407.11	425.96	.....	407.11	425.96
Branches or other roads, single track	46.66	46.66	25.55	72.21	72.21
Total, single track.....	453.77	472.62	25.55	479.32	498.17
Second track on main line.....	331.56	350.41	.....	331.56	350.41
Sidings and turnouts on main line	121.05	143.32	.....	121.05	143.32
Sidings and turnouts on branches or other roads.....	8.69	8.69	.....	8.69	8.69
Total siding and turnouts.. ..	129.74	152.01	.....	129.74	152.01
Grand total tracks, sidings and turnouts.	915.07	975.04	25.55	940.62	1,000.59
Laid with steel rail, main line.....	733.67	776.37	.....	733.67	776.37
Laid with steel rail, branches or other roads..	186.65	145.60	25.55	161.20	171.15
Laid with iron rail, branches or other roads..	40.75	58.07	.....	40.75	58.07

Average life of ties, 5 to 7 years; weight of rails per yard, steel, maximum, 67 lbs., minimum 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with crushed rock and gravel.

NOTE.—52.38 miles of the main line (Weehawken to Cornwall Junction) leased to and operated by the New York, Ontario and Western Railway Company, subject to right of trackage of New York, West Shore and Buffalo Railway Company over the same. The Middletown Branch, extending from Cornwall Junction to Middletown (24.60), is also leased to the New York, Ontario and Western Railway Company, making in all, 77.48 miles leased to the New York, Ontario and Western Railway Company. Miles of road operated by New York, West Shore and Buffalo Railway Company: Owned, 395.14; leased, 25.55; total, 420.69.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
*Middletown Branch	Cornwall Junc.	Middletown....	24.60	Owned...	24.60	
Albany Branch	Coeymans Junc.	Albany	11.46	Owned...	11.46	
Athens Branch	Athens dock	Coxsackie	6.16	Owned...	2.98	3.18
Guilfordland Branch	Fullers Junc....	Schenect'y Jun.	4.44	Owned...		4.44
Suspension Bridge and Erie Junction Railroad	East Buffalo J'c	Susp. Bridge ...	721.30	Leased...	21.30	
Erie and International Branch	Main st., Buffalo	Internat'l B'dge	14.26	Leased...	4.25	
Total owned and leased			72.21		64.59	7.62

* Leased to the New York, Ontario and Western Railway Company.

† Operated jointly with the New York, Lake Erie and Western Railway Company.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	487	<i>Fect.</i> 21,175	500	<i>Fect.</i> 21,590
Wooden bridges.....	53	4,784	57	5,140
Wooden trestles.....	92	48,165	97	49,530
Total.....	632	74,124	654	76,260

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers, Class C.....	10	45	55	\$15,100	173,000	18	.....	.....
Locomotives, 6 drivers, Class D.....	8	12	20	8,250	98,000	18	20	.....
Locomotives, 4 drivers, Class A.....	18	12	30	14,200	172,000	18	30	.....
Locomotives, 4 drivers, Class B.....	49	21	70	13,150	170,500	18	70	.....
Locomotives, 4 drivers, Class E.....	.....	20	20	7,600	164,400	18	20	.....
Total.....	85	110	195	.....	.....	.....	140	.....

First-class passenger cars..	50	72	122	\$6,700	53,000	15	122	122
Second-class passenger cars	20	.....	20	5,300	50,700	15	20	20
Third-class passenger cars	.....	83	82	4,000	50,700	15	82	83
Official cars.....	2	.....	2	11,000	62,000	15	2	2
Combined smoking and baggage cars.....	.....	12	12	4,500	55,800	15	12	12
Buffet and smoking cars...	.....	3	3	8,000	58,800	15	3	3
Baggage and express cars...	20	36	56	3,875	46,800	15	56	56
Baggage and mail cars.....	.....	14	14	3,900	50,500	15	14	14
Total.....	93	169	261	.....	.....	.....	261	261

Box freight cars.....	1,608	3,761	5,369	\$325	23,800	12	.....	.....
Stock freight cars.....	.....	400	400	575	25,500	12	.....	.....
Coal freight cars.....	.....	300	300	470	23,150	12	.....	.....
Flat freight cars.....	1,200	.....	1,200	440	19,150	12	.....	.....
Milk cars.....	6	.....	6	1,725	38,150	12	6	6
Hay freight cars.....	.....	100	100	575	26,550	12	.....	.....
Caboose, 4-wheel cars.....	41	.....	41	490	.....	12	.....	.....
Caboose, 8-wheel cars.....	.....	28	28	3,000	.....	12	.....	.....
Service cars, boarding.....	12	.....	12	1,950	.....	12	12	12
Service cars, derrick.....	1	.....	1	2,100	.....	12	1	.....
Service cars, hand and rubber.....	426	.....	426	50	.....	.....	.....	.....
Service cars, velocipede...	8	.....	8	35	.....	.....	.....	.....
Total.....	3,303	4,589	7,891	.....	.....	.....	19	18

Westinghouse automatic air-brake used on passenger cars, and hand brake on freight cars; Miller coupler used on passenger cars, and ordinary wrought iron drawhead on freight cars.

On main line the "Wharton Safety" switch is used almost exclusively, a few "trailing point" Lorenz tongue switches being the exception. For yards and side tracks "Wharton's single point" and "Lorenz split switches" are used.

*MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Stations, freight.....	71	75
Stations, passenger.....	112	121
Stations, fuel and water.....	41	44
Engine houses.....	9	10
Machine and car shops.....	8	9
Cattle yard.....	1	1
Area of cattle yard, acres.....	2.75	2.75
Total assessed value of real estate and personal property of company.....	\$6,425, 658 76	.....
Length of steel rails laid during year in repairs, miles.....	2.227	2.227
Length of iron rails laid during year in repairs, miles.....	1.147	1.147
Railroads crossing road at grade.....	11	11
Railroads crossing road over or under grade.....	20	20
Highway crossings at grade without protection.....	344	344
Highway crossings at grade protected by gates or flagmen.....	44	44
Highway crossings over or under grade.....	117	120

Passenger cars are heated, 68 by suspended Baker heaters, 47 by Baker & Smith car warmers, 46 by Johnson heaters and 105 by Spear stoves; lighted by Pintsch gas and 300* test oil, and ventilated by deck sash.

National Express Company runs over this road; terms, one and one-half first-class rates, or special rates as agreed.

The Pullman's Palace Car Company runs sleeping and parlor cars over this road, and collects regular rates for berths in sleepers and for seats in parlor cars. The Pullman's Company maintains upholstery, carpets, bedding, etc.; railroad keeps the cars in good running order and condition.

Amount paid Pullman's Palace Car Company during the period of this report, \$24,679.09. Paid for car service on extra cars not furnished under the contract.

The following freight and transportation companies run over this line: West Shore Fast Freight Line, Globe Fast Freight Line and Hoosac Tunnel Fast Freight Line. Cars running in these lines are furnished respectively by the railroad companies belonging to the lines, as well as use of track, machinery, etc. These companies jointly share the results of operation.

Contract with United States Government for transportation of mails between New York and Albany is \$14,596.90 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	85,810	8.2
Grain.....	60,219	14
Meats and provisions.....	10,209	2.4
Live stock.....	212	.....
Lumber.....	40,001	9.3
Pig and bar iron and steel.....	12,974	3.0
Iron or other ores.....	3,006	.7
Coal and coke.....	101,973	23.6
Petroleum and other oils.....	1,817	.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	20,086	4.7
All other manufactures.....	46,484	10.8
All other merchandise.....	52,011	12
All other agricultural products.....	89,327	9.1
All other articles not included above.....	8,280	1.9
Total.....	431,409	100

*Between Cornwall and Buffalo.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	4	1	5
Employees.....	82	8	85
Others.....	8	6	9
Totals	89	10	49

EMPLOYEES.

Average number of persons employed (including officials) during period.... 5,078
 Aggregate amount of salaries and wages paid them during period..... \$519,801 10

OFFICERS OF THE COMPANY.

RAILWAY COMPANY.

Name.	Title.	Official Address.
JOSEPH P. ORD.....	President, <i>pro tem</i>	New York city.
JOHN L. NISBET.....	Secretary	New York city.
FRANKLIN E. WORCESTER..	Treasurer and Asst. Secretary	New York city.

RECEIVERS.

HORACE RUSSELL.....	Receiver	New York city.
THEODORE HOUSTON.....	Receiver	New York city.
WILLIAM E. EDMISTER	Secretary for Receivers.....	New York city.
FRANKLIN E. WORCESTER..	Treasurer for Receivers.....	New York city.
JAMES D. LAYNG	General Manager for Receivers.....	New York city.
JOSEPH W. REINHART	General Auditor for Receivers	New York city.
PETER B. McLENNAN	General Counsel for Receivers	New York city.
WALTER KATTÉ	Chief Engineer for Receivers	Weehawken, N. J.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HENRY K. MCHARG.....	New York city.
H. VICTOR NEWCOMB.....	New York city.
PETER WARD.....	Newburgh, N. Y.
ASHBEL GREEN	Tenafly, N. J.
JOHN J. MCCOOK	New York city.
JOHN B. KERR	New York city.
JOSEPH P. ORD	Englewood, N. J.
JOHN L. NISBET.....	New York city.
T. W. LILLIE	New York city.
CHAS. C. DEMING	New York city.
JAMES G. JANEWAY	New York city.
SEVERYN B. SHARPE.....	Kingston, N. Y.

One vacancy.

Title of company, New York, West Shore and Buffalo Railway Company.

General offices at New York city.

Date of close of fiscal year, September 30.

NEW YORK, WOODHAVEN AND ROCKAWAY.

(Date of charter, March 19, 1877.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	6,000	\$600,000
Issued on account of construction and now outstanding....	10,000	1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds.....	Jan. 1, 1882	20	p.c.	Jan. & July	\$600,000	\$600,000
Income bonds.....	Jan. 1, 1882	30	6	Jan. & July	1,000,000	1,000,000
Car trust certificates.....	.....	..	6	Feb. & Aug.	.....	180,213
Total.....	.....	..	..	.....	.....	\$1,780,213

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Grading and masonry and ballast.....		\$409,827 19
Bridges.....		891,133 04
Superstructure (including ties).....		960,562 20
Land damages.....		58,887 37
Passenger and freight stations.....		25,259 13
Engineering expenses.....		100,000 00
Total cost of road.....		\$1,945,668 93
EQUIPMENT.		
Locomotives.....		\$57,000 00
Passenger cars.....		294,998 13
Freight and other cars.....		5,885 00
Total cost of equipment.....		\$357,883 13
Grand total cost of road and equipment.....		\$2,303,552 11

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$133,006 25
Less operating expenses (excluding all taxes).....	93,743 96
Net earnings from operation.....	\$39,262 29

Income from other sources, as follows, viz.:

Sales of earth.....	\$2,128 48
Interest on \$185,000 first mortgage bonds of this company held for account of car trust at six per cent.....	11,100 00

Gross income from all sources..... \$52,490 80

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$46,860 00
Taxes on property used in operation of road.....	1,592 06
Taxes on earnings and capital stock.....	676 02
	49,128 08

Surplus for year ending September 30, 1886..... \$3,362 72

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$3,362 72
Deficit up to September 30, 1885.....	\$199,970 07
Charges to "profit and loss" during current year: bill for year 1885 omitted.....	\$0 00
	200,030 07

Total deficit September 30, 1886..... \$196,667 35

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$8,439 10	\$8,439 10
Passengers.....	\$122,045 16		122,045 16
Express.....	2,022 02		2,022 02
News privilege.....	500 00		500 00
Total gross earnings.....	\$124,567 18	\$8,439 10	\$133,006 28

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$10,746 66
Repairs of bridges (including culverts and cattle-guards).....	5,114 95
Repairs of stations, shops, docks, etc.....	2,108 80
Repairs of fences.....	122 21
Other expenses for maintenance of way and structures.....	1,364 56
Total.....	\$19,457 18

Maintenance of equipment:

Repairs of locomotives.....	\$4,510 36
Repairs of cars.....	3,697 12
Repairs of machinery and tools.....	92 90
Other expenses for maintenance of equipment.....	2,319 73
Total.....	\$10,620 11

Conducting transportation:

Wages of conductors and men.....	\$4,819 96
Wages of engineers and firemen.....	6,765 60
Fuel for locomotives.....	9,957 38
Oil and waste.....	483 51
Water supply.....	519 03
Other train supplies or expenses.....	1,234 83
Wages of station agents and clerks.....	2,850 21
Station supplies.....	128 40
Wages of watchmen, flagmen and switchmen.....	4,088 70
Other expenses for conducting transportation.....	1,194 16
Total.....	\$31,544 43

REPORT OF THE RAILROAD COMMISSIONERS.

<i>General expenses :</i>	
Salaries of general officers and clerks.....	\$12,247 85
General office expenses and supplies.....	467 89
Stationery and printing.....	1,594 58
Outside agencies and advertising.....	6,844 80
Legal expenses.....	4,892 75
Loss and damage of freight and baggage.....	30 04
Injuries to persons.....	669 12
Mileage of cars of other companies (debit balance).....	545 71
Other general expenses.....	4,840 50
Total.....	<u>\$32,122 24</u>
Grand total operating expenses.....	<u><u>\$98,743 96</u></u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,945,668 93
Cost of equipment.....	857,883 15
<i>Other permanent investments, as follows, viz.:</i>	
Bonds of this company.....	217,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$24,932 03
Due by agents.....	1,479 25
Open accounts.....	112,322 83
Materials and supplies.....	1,227 86
Accrued interest.....	8,325 00
Office furniture.....	1,002 98
Profit and loss (deficiency).....	149,268 95
	<u>196,667 85</u>
	<u><u>\$2,866,508 41</u></u>
LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	1,780,213 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	28,810 00
Audited vouchers and pay-rolls.....	2,939 21
Open accounts.....	2,156 20
Loans and bills payable.....	52,390 00
	<u>\$2,866,508 41</u>

TRAFFIC AND MILEAGE STATISTICS.

	Total, all local.
Number of passengers carried.....	776,753
Number of passengers carried one mile.....	19,418,825
Passenger train mileage.....	115,466
Freight train mileage.....	7,435
All other train mileage.....	1,200
Total train mileage.....	<u><u>124,101</u></u>
ITEM.	
Computed on earnings from carrying passengers only.....	Cents.
Average rate received per mile for carrying passengers, first-class.....	<u><u>1.75</u></u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Rockaway Beach to Glendale Junction, single track.....	10.75	.....	10.75
Branches or other roads, single track.....	.....	15.5	15.50
Total single track	10.75	15.5	26.25
Second track on main line	10.75	.....	10.75
Second track on branches or other roads .....	.....	13	13
Total second track	10.75	13	23.75
Sidings and turnouts on main line.....	2	.....	2
Sidings and turnouts on branches or other roads.....	.....	10	10
Total sidings and turnouts.....	2	10	12
Grand total of tracks, sidings and turnouts.....	23.5	38.5	62
Laid with steel rail, branches or other roads.....	.....	15.5	15.5

Weight of rails per yard—steel, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles of double track.	Miles laid with steel rail.
Long Island.....	Glendale Junc..	Long Isla'd C'ty	6.5	Leased...	6.5	13
Long Island.....	Fresh Pond	Bushwick	2.5	Leased...	.....	2.5
Long Island.....	Woodhaven.....	Brooklyn	6.5	Leased...	6.5	13

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number	Aggregate length.
Iron bridges	4	Feet.
Wooden trestles.....	3	26,763
Total	7	

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	8	...	8	\$7,125	58,000	8	8
First class passenger cars	56	56	\$4,300	...	56	56
Baggage, mail and express cars	6	6	...	...	6	6
Total	62	62	...	...	62	62
Box freight cars	20	...	...	...	...	...
Coal freight cars	13	...	...	...	...	...
Service cars	9	...	...	...	...	...
Total	42	...	...	...	...	...

Ames' brake and Miller coupler are used on cars.
Split switches are used entirely on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	6
Highway crossings at grade protected by gates or flagmen	2
Highway crossings over or under grade.....	2

Passenger cars are heated with stoves and lighted with oil.
The Long Island Express Company run over this line, paying 25 per cent of gross receipts.
Woodruff parlor cars are run over this line; are owned by the Woodruff Sleeping and Parlor Coach Company; mileage, 2½ cents and 1½ cent per mile.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAMES M. OAKLEY	President.....	Rockaway Beach, N. Y.
JOHN B. THOMPSON.....	Vice-President.....	Rockaway Beach, N. Y.
P. H. CASSIDY.....	Secretary and Treasurer....	Rockaway Beach, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
AUSTIN CORBIN	Babylon, L. I., N. Y.
J. M. OAKLEY	Jamaica, L. I., N. Y.
J. R. MAXWELL.....	Brooklyn, N. Y.
HENRY W. MAXWELL	Brooklyn, N. Y.
HENRY GRAVES.....	Orange, N. J.
JOHN B. THOMPSON.....	131 Broadway, New York city.
MARTIN FRELIGH	31 West Twenty-fourth st., New York city.
JOHN STRATTON.....	131 East Thirtieth st., New York city.
MONES MEHRBACH.....	433 Grand street, New York city.
JOHN H. SUTPHIN.....	Jamaica, L. I., N. Y.
JOHN BIRDSALL.....	Glen Cove, L. I., N. Y.
FREDERICK W. DUNTON.....	Hollis, L. I., N. Y.
P. H. CASSIDY.....	Jamaica, L. I., N. Y.

Title of company, New York, Woodhaven and Rockaway Railroad Company.
General offices at Rockaway Beach, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, fourth Tuesday in March.
For information concerning this report, address P. H. Cassidy, Treasurer.

NIAGARA BRIDGE AND CANANDAIGUA.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, August 25, 1858.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding	10,000	\$1,000,000
Number of stockholders		102

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$1,000,000 00
LIABILITIES.	
Capital stock	\$1,000,000 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JNO. CROSBY BROWN.....	President.....	New York city.
HUBBARD HENDRICKSON...	Secretary.....	69 William street, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JAMES M. BROWN.....	New York city.
JOHN CROSBY BROWN.....	New York city.
ROBBINS BATTELL	Norfolk, Conn.
CORNELIUS VANDERBILT.....	New York city.
WILLIAM K. VANDERBILT.....	New York city.
FREDERICK W. VANDERBILT.....	New York city.
FRANK LOOMIS.....	New York city.
SAMUEL F. BARGER.....	New York city.
EDWIN D. WORCESTER.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
CHAS. C. CLARKE.....	New York city.
HORACE I. HAYDEN.....	New York city.

Title of company, Niagara Bridge and Canandaigua Railroad Company.

General offices at No. 69 William street, New York city.

For information concerning this report, address Hubbard Hendrickson, Secretary.

NIAGARA FALLS BRANCH.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURGH.

(Date of charter, December 24, 1875.)

This road is leased to the Rome, Watertown and Ogdensburgh Railroad Company at a rental of seven per cent on its capital stock, \$250,000, payable May 1 and November 1. All transactions are included in report of that road.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding	2,500	\$250,000	\$243,756

Number of stockholders	12
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COST OF ROAD.

Total cost of road up to September 30, 1886	\$243,756 00
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$243,756 00
Current assets, as follows, viz.:	
Rome, Watertown and Ogdensburgh Railroad Company	6,244 00
	\$250,000 00
LIABILITIES.	
Capital stock	\$250,000 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
MARCELLUS MASSEY	President	109 Joralemon street, Brooklyn, N. Y.
L. P. CHILD	Secretary	26 Exchange Place, New York city.
JOS. A. LAWYER	Treasurer	96 Broadway, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
MARCELLUS MASSEY	Brooklyn, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
ROSWELL G. ROLSTON	New York city.
L. P. CHILD	New York city.
E. R. HOLDEN	New York city.
B. A. HEGEMAN	New York city.
FRED. H. GIBBONS	New York city.
JOS. A. LAWYER	New York city.
TALCOTT H. CAMP	Watertown, N. Y.
THEODORE IRWIN	Oswego, N. Y.
Two vacancies.	

Title of company, Niagara Falls Branch Railroad Company.

For information concerning this report, address Jos. A. Lawyer, Treasurer.

NORTHERN ADIRONDACK.

(Date of charter, February 9, 1883.)

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	1,500	\$150,000

Number of stockholders..... 15

COST OF ROAD.

Total cost of road \$150,000

Equipment all leased.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation \$58,229 83
 Less operating expenses (excluding all taxes)..... 52,250 90

Surplus for year ending September 30, 1886 \$978 79

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown \$978 79
 Surplus up to September 30, 1885..... 263 13

Total surplus September 30, 1886..... \$1,241 91

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.**EARNINGS.**

	Passenger.	Freight.	Total.
Freight, local		\$38,756 78	\$38,756 78
Passengers, local.....	\$12,852 46		12,852 46
Mail	596 70		596 70
Express	1,085 76		1,085 76
Telegraph	243 99	243 99	487 98
Total gross earnings.....	\$14,228 91	\$39,000 77	\$58,229 68

OPERATING EXPENSES.*Maintenance of way and structures :*

Repairs of track.....	\$2,419 41	\$4,820 83	\$7,240 24
Repairs of roadbed	3,485 40	0,970 82	10,456 22
Repairs of bridges (including culverts and cattle-guards)	941 60	1,883 20	2,824 80
Repairs of stations, shops, docks, etc.....	872 80	1,745 62	2,618 42
Repairs of fences.....	263 15	506 30	769 45
Other expenses for maintenance of way and structures.....	236 86	473 74	710 60
Total	\$8,219 22	\$16,400 51	\$24,619 73

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$189 64	\$279 30	\$468 94
Repairs of cars	154 50	309 02	463 52
Repairs of machinery and tools	74 93	149 87	224 80
Total	\$419 07	\$838 19	\$1,257 26
<i>Conducting transportation :</i>			
Wages of conductors and men	\$1,240 75	\$2,481 51	\$3,722 26
Wages of engineers and firemen	1,708 30	3,416 60	5,124 90
Fuel for locomotives	738 94	1,477 90	2,216 84
Oil and waste	118 63	237 28	355 91
Water supply	227 48	454 96	682 44
Other train supplies or expenses	17 36	34 74	52 10
Wages of station agents and clerks	875 63	1,751 47	2,626 90
Station supplies	76 03	152 07	228 10
Wages of watchmen, flagmen and switchmen	282 96	565 94	848 90
Total	\$5,286 08	\$10,572 27	\$15,858 35
<i>General expenses :</i>			
Salaries of general officers and clerks	\$3,933 33	\$3,866 67	\$7,800 00
General office expenses and supplies	281 55	543 12	824 67
Stationery and printing	166 22	332 45	498 67
Outside agencies and advertising	42 26	84 54	126 80
Loss and damage of freight and baggage	17 37	34 76	52 13
Telegraph maintenance and operation	133 60	267 21	400 81
Mileage of cars of other companies (debit balance)	264 16	528 32	792 48
Total	\$4,838 49	\$5,677 07	\$10,515 56
Grand total operating expenses	\$18,762 86	\$33,488 04	\$52,250 90

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$150,000 00
Cash on hand	1,241 91
	<u>\$151,241 91</u>

LIABILITIES.

Capital stock	\$150,000 00
Profit and loss (surplus)	1,241 91
	<u>\$151,241 91</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried	26,224
Number of passengers carried one mile	222,575
Number of tons of freight carried	42,600
Number of tons of freight carried one mile	537,286
Passenger train mileage	4,896
Freight train mileage	21,672
Total train mileage	<u>26,568</u>

ITEM.

Computed on earnings from carrying passengers and freight only.	Local, cents.
Average rate received per mile for carrying passengers, all classes	4.23
Average rate received per mile per ton for carrying freight, all classes	7.21

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Moira to Paul Smith's Station.....	11.934	22.066	34
Sidings and turnouts on main line.....	.851	1.032	1.883
Grand total of tracks, sidings and turnouts.....	12.785	23.098	35.883

Weight of rails per yard, steel, 56 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.
*Northern Adirondack Extension.....	St. Regis Falls.....	Paul Smith's Station...	22	Leased.	22

BRIDGES.

	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Pile bridge.....	1	Feet. 900
Wooden bridges.....	2	80
Wooden trestles.....	3	700
Total.....	6	1,680

EQUIPMENT.

	Total number, all leased.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 6 drivers.....	1	.....	.....
Locomotives, 4 drivers.....	4	4	.....
Total.....	5	4	.....
First-class passenger cars.....	3	3	3
Baggage, mail and express cars.....	2	2	2
Total.....	5	5	5

* Built past year, except six miles from St. Regis to Santa Clara, N. Y., cost \$12,500.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Total number, all leased.	No. equipped with patent brake.	No. equipped with patent coupler.
Flat freight cars	32	.....	.....
Caboose, 8-wheel cars	1	.....	.....
Total	33	.....	.....

Westinghouse air brake and Miller coupler used on passenger cars; split switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	34
Road constructed and opened for business, during the year, miles	16

Passenger cars are heated with wood, lighted with kerosene 800° coal test, and ventilated in the usual way.

Express is run by the railroad company.

New York Central Sleeping Car Company ran cars over this road during July, August and September, and received \$47.94.

Rates for transportation of mails with U. S. Government; between Moira and St. Regis Falls, \$50 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	515	1.2
Grain	841	1.9
Meats and provisions	547	1.3
Live stock	70	0.1
Lumber	86,328	85.2
Pig and bar iron and steel	801	1.9
Coal and coke	141	0.3
Petroleum and other oils	78	0.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	65	0.1
All other manufactures	977	2.2
All other merchandise	1,092	2.6
All other agricultural products	201	0.5
All other articles not included above	944	2.5
Total	42,600	100

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN HURD	President	Santa Clara, N. Y.
M. CALLAHAN	Superintendent	St. Regis Falls,
A. C. ALLESON	Gen. Freight and Pas. Agent	Moira, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
S. C. TRUBEE	Bridgeport Conn.
W. M. TERRY	Bridgeport, Conn.
GEO. MUNGER	Bridgeport, Conn.
W. L. CURTIS	Waterbury, Conn.
CHAS. L. HOTCHKISS	Santa Clara, N. Y.
JOHN HURD	Santa Clara, N. Y.

Title of company, Northern Adirondack Railroad Company.
 General offices at St. Regis Falls, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, third Wednesday in June each year.
 For information concerning this report, address John Hurd, President.

NORTHERN OF NEW JERSEY.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, February 9, 1854.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	10,000	\$1,000,000
Number of stockholders.....		13

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds, extended.....	July, 1878	10	6	Jan & July	\$200,000	\$138,000
Sec. mortgage bonds..	March, 1889	20	7	Mar. & Sept.	200,000	200,000
Total					\$400,000	\$338,000

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$1,338,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$322,216 00
Less operating and incorporation expenses (excluding all taxes)	241,806 07
Net earnings from operation.....	\$80,409 93
Income from other sources, as follows, viz.:	
Rent and interest	8,593 74
Gross income from all sources.....	\$89,003 67

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$23,120 00	
Rentals	11,025 00	
Taxes on property used in operation of road	4,966 07	
Taxes on earnings and capital stock	154 59	
		<u>\$39,265 66</u>

Net income from all sources \$49,735 01

Payments from net income, as follows, viz.:

Dividends declared, 4 per cent on \$1,000,000 stock	\$40,000 00	
Sinking fund	10,000 00	
		<u>50,000 00</u>

Deficit for year ending September 30, 1886..... \$261 99

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$261 99
Surplus up to September 30, 1885	20,914 04

Total surplus September 30, 1886..... \$20,652 05

DETAILED STATEMENT OF RENTALS.

Nyack and Northern Railroad.....	<u>\$11,025 00</u>
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$63,910 32	\$63,910 32
Passengers, local	\$245,750 91		245,750 91
Mail	1,877 82		1,877 82
Express	10,076 95		10,076 95
News privilege.....	600 00		600 00
Total gross earnings.....	<u>\$258,305 68</u>	<u>\$63,910 32</u>	<u>\$322,216 00</u>

OPERATING EXPENSES.

Grand total operating expenses.....	<u>\$241,806 07</u>
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$1,338,000 00
Current assets, as follows, viz.:	
Cash on hand	13,120 02
Due by agents	8,637 43
Open accounts	58,243 99
Sinking fund	10,000 00
	<u>\$1,433,006 44</u>

LIABILITIES.

Capital stock	\$1,000,000 00
Funded debt	338,000 00
Current liabilities, as follows, viz.:	
Open accounts	74,354 39
Profit and loss (surplus).....	20,652 05
	<u>\$1,433,006 44</u>

MISCELLANEOUS STATISTICS.

The Erie Express Company runs over this road.

Received from the United States Government for transportation of mails, \$1,877.82.

This road and the Nyack and Northern railroad are operated by the New York, Lake Erie and Western Railroad Company. For items not included in this report, see report of that company.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. HULL BROWNING.....	President.....	Tenaflly, Bergen Co., N. J.
WM. C. BROWNING.....	Vice-President.....	Tenaflly, Bergen Co., N. J.
O. A. ROORBACH.....	Secretary and Treasurer...	Tenaflly, Bergen Co., N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
J. HULL BROWNING.....	Tenaflly, N. J.
W. C. BROWNING.....	New York city.
HENRY G. MARQUAND.....	New York city.
A. A. HARDENBERGH.....	Jersey City, N. J.
LANSING ZABRISKIE.....	Jersey City, N. J.
ALEX. S. DIVEN.....	Elmira, N. Y.
JAMES W. McCULLOH.....	Tenaflly, N. J.
ELIAS H. SISSON.....	Tenaflly, N. J.
O. A. ROORBACH.....	New York city.

Title of company, Northern Railroad Company of New Jersey.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address O. A. Roorbach, Secretary and Treas'r.

NORWOOD AND MONTREAL.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURGH.

(Date of charter, March 1, 1884.)

Articles of association filed March 1, 1884; route from a connection with the Rome, Watertown and Ogdensburgh Railroad in the village of Norwood, northerly and easterly, through the counties of St. Lawrence and Franklin to the boundary line of the State of New York, at or near Fort Covington. Completed to Massena Springs, 12.94 miles, September 27, 1886.

Leased March 6, 1886, to the Rome, Watertown and Ogdensburgh Railroad Company. Operations included in those of that company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash.....	13	\$1,300	\$1,300
Issued on account of construction.....	1,287	128,700	12,870
Total now outstanding	1,300	\$130,000	\$14,170

Number of stockholders 14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ..	Mar. 6, 1886	30	p.c. 5	April & Oct.	\$360,000	\$120,000	"

COST OF ROAD.

Total cost of road
up to Sept. 30, 1886.

Land	1,110 00
Land damages	6,449 16
Engineering expenses	950 71
Road built by contract	245,330 00
Incidentals	68 75
Total cost of road	\$254,408 56

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$254,408 56
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$4,811 22
Open accounts	1,280 22
	5,591 44
	\$260,000 00

LIABILITIES.

Capital stock	\$130,000 00
Funded debt	130,000 00
	\$260,000 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CHAS. PARSONS	President	96 B'dway, New York city.
CHAS. PARSONS, JR.	Vice-President	96 B'dway, New York city.
J. A. LAWYER	Secretary and Treasurer ..	96 B'dway, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHARLES PARSONS	New York city.
W. R. GRACE	New York city.
CHARLES PARSONS, JR.	New York city.
CLARENCE S. DAY	New York city.
WILLIAM LUMMIS	New York city.
EDWIN PARSONS	New York city.
LUCIUS LYON	New York city.
JAMES TILLINGHAST	New York city.
J. D. PROBST	New York city.
DYER PEARL	New York city.
WM. B. HULL	New York city.
J. C. MABEN	New York city.
HENRY DAY	New York city.

Title of company, Norwood and Montreal Railroad Company.

General offices at 96 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 28.

For information concerning this report, address J. A. Lawyer, Treasurer.

* Issued for construction.

NYACK AND NORTHERN.

LESSOR.

LESSEE — NORTHERN OF NEW JERSEY.

(Date of charter, November 25, 1868.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	750	\$75,000	\$78,250
Number of stockholders.....			80

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortg. bonds	Jan'y, 1870	20	p.c. 7	Jan. and July	\$150,000	\$150,000	\$76,000
Second mortgage..	June, 1875	20	7	Jan. and July	7,500	7,500	7,500
Total.....					\$157,500	\$157,500	\$83,500

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$77,513 04
Superstructure (including ties).....		92,148 19
Land	\$2,105 40	49,750 54
Passenger and freight stations.....		18,478 95
Engineering expenses		10,140 72
Total cost of road		\$246,026 44

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Land at Nyack for station purposes	\$2,105 40
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Income from rental	\$11,025 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	11,025 00

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$246,028 44
LIABILITIES.	
Capital stock	\$78,250 00
Funded debt	157,500 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	10,278 44
	<u>\$246,028 44</u>

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ELIAS H. SISSON	President	Tenafly, Bergen Co., N. J.
O. A. ROORBACH	Secretary and Treasurer ..	Tenafly, Bergen Co., N. J.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHARLES H. SISSON	Tenafly, N. J.
J. HULL BROWNING	Tenafly, N. J.
A. A. HARDENBERG	Jersey City, N. J.
LANSING ZABRISKIE	Jersey City, N. J.
ALEX. S. DIVEN	Elmira, N. Y.
WILLIAM A. SHEPARD	Nyack, N. Y.
O. A. ROORBACH	New York city.

Title of company, Nyack and Northern Railroad Company.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in February.

For information concerning this report, address O. A. Roorbach, Secretary and Treas.

OGDENSBURGH AND LAKE CHAMPLAIN.

SEE, ALSO, REPORT OF LESSEE.

(Date of charter, 1864.)

Leased to Central Vermont Railroad Company, June 15, 1886

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares.	Par value.	No. of shares.	Par value.	
Authorized by law or charter ...	80,770	\$3,077,000	5,000	\$500,000	.....
Issued for actual cash .....	.....	.....	5,000	\$500,000	.....
Issued for 2d mortgage bonds Northern railroad, N. Y.	30,770	\$3,077,000	.....	.....	.....
Issued for 1st mortgage bonds Northern railroad. ....	.....	.....	15,000	1,500,000	.....
Total now outstanding	30,770	\$3,077,000	5	\$500	\$500
Grand total of common and preferred stock now outstanding					\$3,077,500
Number of stockholders					296

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ..	July 1, 1877	20	6	Jan. & July	\$600,000	\$600,000	} *\$500,000 +100,000
Sinking fund	Mar. 1, 1871	19	8	Mar. & Sept.	380,000	380,000	
*First consolidated mortgage bonds.	Apr. 1, 1880	40	6	Apr. & Oct.	3,500,000	2,529,650	.....
Income mort. bds.	Apr. 1, 1880	40	6	Apr. & Oct.	1,000,000	999,750	.....

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	.....	\$1,823,549 87
Bridges.....	\$15,428 28	198,951 79
Superstructure (including ties) .....	.....	1,292,809 08
Rails	24,783 88	24,783 88
Land damages .....	.....	189,826 72
Fences	4,454 82	4,454 82
Passenger and freight stations.....	1,863 65	408,179 61
Engine and car-houses	606 07	85,206 07
Shops, machinery and tools	91 45	80,757 54
Fuel and water stations .....	.....	16,709 00
Engineering expenses.....	.....	127,637 68
Interest and discount charged to construction.....	206,060 00	206,960 00
New sidings	2,057 47	2,057 47
Cost of bonds	5,936 75	5,936 75
O. & C. telegraph line.....	118,570 59	118,570 59
Wharfing	5,867 47	5,867 47
Elevator.....	27,563 03	229,208 95
Vermont Central line claim.....	.....	380,000 00
Profit and loss balance closed into cost of road.....	245,348 61	} 275,096 81
Lamoille Valley Extension R. R.....	29,747 70	
Total cost of road.....	\$688,879 27	\$5,871,063 05
EQUIPMENT.		
Locomotives	\$10,609 29	\$393,222 62
Passenger cars.....	250 00	64,109 28
Mail, baggage and express cars.....	.....	18,433 59
Freight and other cars.....	8,245 16	1,721,210 95
Total cost of equipment	\$19,104 45	\$2,196,976 39
Grand total cost of road and equipment	\$707,483 72	\$7,568,039 44

*Exchanged for equipment bonds.

†Sold at par.

‡Of the total issue of first consolidated mortgage bonds, there are reserved by trustees \$980,000 to redeem 1st mortgage and sinking fund bonds, leaving total authorized issue, \$3,500,000 consolidated bonds and \$1,000,000 income bonds. Of first consolidated bonds \$1,899,650 were exchanged for preferred stock, and \$1,130,000 were sold for \$928,090.

INCOME ACCOUNT FOR PORTION OF YEAR ENDING JUNE 14, 1886.

Gross earnings from operation, October 1, 1885, to June 14, 1886.....		\$379,945 68
Less operating expenses (excluding all taxes).....		227,727 99
Net earnings from operation.....		\$152,217 69
<i>Income from other sources, as follows, viz.:</i>		
Elevating.....	\$4,219 41	
Rents.....	2,014 73	
		6,234 14
Gross income from all sources.....		\$158,451 83
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt, due.....	\$99,456 82	
Interest on floating debt.....	15,084 70	
Taxes on property used in operation of road.....	21,753 03	
Taxes on earnings and capital stock.....	3,013 29	
Taxes April, May and June balance.....	124 23	
		139,431 62
Surplus for year ending September 30, 1886.....		\$19,020 21

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....		\$19,020 21
Deficit up to September 30, 1885.....	\$213,945 31	
Balance of net earnings March 31, 1886, carried into improvement account.....	12,862 43	
		226,807 74
		\$207,237 53
Profit and loss balance March 31, 1886, closed into cost of road.....		245,343 61
Total surplus September 30, 1886.....		\$38,061 08

O. & L. C. R. R. leased to the Central Vermont R. R. Co. June 15, 1886, and all details are reported by lessees.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$5,371,063 05
Cost of equipment.....		2,196,976 89
<i>Other permanent investments, as follows, viz.:</i>		
Bonds of other companies.....		10,000 00
Real estate.....		14,550 00
Improvement.....		8,988 88
Central Vermont Railroad, lessee.....		57,460 44
		\$7,659,038 76
LIABILITIES.		
Capital stock.....		\$3,077,500 00
Funded debt.....		4,509,400 00
<i>Current liabilities, as follows, viz.:</i>		
Dividends unpaid.....		100 00
Open accounts.....		3,789 68
Loans and bills payable.....		30,188 00
Profit and loss (surplus).....		83,061 08
		\$7,659,038 76

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
J. W. HOBART.....	President.....	St. Albans, Vt.
D. D. RANLETT.....	Treasurer.....	St. Albans, Vt.

DIRECTORS OF THE COMPANY.

Name.	Residence.
J. GREGORY SMITH.....	St. Albans, Vt.
J. W. HOBART.....	St. Albans, Vt.
F. S. STRANAHAN.....	St. Albans, Vt.
E. C. SMITH.....	St. Albans, Vt.

<i>Name.</i>	<i>Residence.</i>
J. R. LANGDON.....	Montpelier, Vt.
B. B. SMALLER.....	Burlington, Vt.
W. J. AYERELL.....	Ogdensburg, N. Y.
D. W. LAWRENCE.....	Malone, N. Y.
S. A. CARLTON.....	Boston, Mass.
STERN MORSE.....	Boston, Mass.
W. A. HASKELL.....	Boston, Mass.
H. L. MILLIS.....	Boston, Mass.
TIMOTHY HOYLE.....	Champlain, N. Y.

Title of company, Ogdensburg and Lake Champlain Railroad Company.

General offices at Ogdensburg, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address Levi Hasbrouck, Ogdensburg, N. Y.

OGDENSBURGH AND LAKE CHAMPLAIN.

REPORT OF CENTRAL VERMONT RAILROAD COMPANY, LESSEE. SEE ALSO REPORT OF COMPANY.

INCOME ACCOUNT FROM JUNE 15 TO SEPTEMBER 30, 1886.

Gross earnings from operation from June 15 to September 30, 1886.....	\$288,888 07
Less operating expenses (excluding all taxes).....	128,694 86
Net earnings from operation.....	\$109,688 21
<i>Income from other sources, as follows, viz.:</i>	
Elevating.....	\$10,986 84
	4,976 40
	\$6,009 94
Rents.....	1,201 29
	7,211 23
Gross income from all sources.....	\$116,849 44
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$121,195 71
Taxes on earnings and capital stock.....	8,750 00
	129,945 71
Deficit from June 15 to September 30, 1886.....	\$13,096 27

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.*

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....		\$327,211 12	\$451,059 49
Freight, local.....		128,848 87	
Passengers, through.....	\$48,927 18		116,599 54
Passengers, local.....	72,672 86		
Mail.....	12,124 53		12,124 53
Express.....	6,020 00		6,020 00
Car mileage balance.....		82,525 20	82,525 20
Total gross earnings.....	\$184,744 07	\$483,584 69	\$668,328 76

These embrace not only the earnings and operating expenses of the lessee, but also those of the company from October 1, 1885, to June 14, 1886.

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$11,047 00	\$39,650 56	\$50,697 56
Repairs of bridges (including culverts and cattle-guards).....	1,083 97	3,711 20	4,745 17
Repairs of stations, shops, docks, etc.....	1,432 24	5,140 67	6,572 19
Repairs of fences.....	672 67	2,414 41	3,087 08
Other expenses for maintenance of way and structures.....	508 50	1,807 18	2,310 68
Total.....	\$14,689 38	\$52,724 02	\$67,413 40
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$4,116 93	\$14,776 72	\$18,893 65
Repairs of cars.....	8,540 62	30,654 58	39,195 15
Repairs of machinery and tools.....	861 71	1,298 28	1,659 99
Other expenses for maintenance of equipment.....	1,916 01	6,877 04	8,793 05
Total.....	\$14,935 27	\$58,606 57	\$68,541 84
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$6,347 47	\$22,782 73	\$29,130 20
Wages of engineers and firemen.....	7,017 10	25,186 21	32,203 31
Fuel for locomotives.....	11,870 49	42,606	54,476 78
Oil and waste.....	1,293 56	4,642 93	5,936 49
Water supply.....	604 08	2,168 04	2,772 07
Other train supplies or expenses.....	810 80	1,115 53	1,426 33
Wages of station agents and clerks.....	4,571 31	16,407 63	20,978 94
Wages for labor at stations.....	5,579 90	20,027 70	25,607 60
Station supplies.....	511 16	1,834 69	2,345 85
Wages of watchmen, flagmen and switchmen.....	790 38	2,836 90	3,627 28
Other expenses for conducting transportation.....	273 03	979 96	1,252 99
Total.....	\$39,169 23	\$140,588 61	\$179,757 84
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$3,706 33	\$13,302 97	\$17,009 30
General office expenses and supplies.....	1,192 42	4,279 91	5,472 33
Stationery and printing.....	763 04	2,738 73	3,501 77
Outside agencies and advertising.....	523 06	1,895 36	2,423 42
Legal expenses.....	1,016 26	3,647 64	4,663 90
Loss and damage of freight and baggage.....	210 64	756 05	966 69
Damage to cattle and property.....	62 65	224 85	287 50
Injuries to persons.....	202 99	728 59	931 58
Telegraph maintenance and operation.....	817 86	1,140 89	1,458 75
Other general expenses.....	766 19	2,750 04	3,516 23
Total.....	\$8,766 44	\$31,465 08	\$40,231 47
Grand total operating expenses.....	\$77,560 32	\$278,884 23	\$355,944 55

LESSEES' GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

<i>Permanent investments, as follows, viz.:</i>		
Central Vermont steamer line.....	\$317,984 20	
<i>Other permanent investments, as follows, viz.:</i>		
Improvement account.....	885 79	
<i>Current assets, as follows, viz.:</i>		\$318,869 99
Cash on hand.....	\$89,695 73	
Open accounts.....	27,345 39	
Materials and supplies.....	51,541 39	
Accrued interest.....	11,533 33	
		180,115 84
Profit and loss (deficiency).....		1,562 94
		\$500,548 77

LIABILITIES.

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued		\$98,348 88
Audited vouchers and pay-rolls		76,251 68
Open accounts		57,480 44
Loans and bills payable		272,125 00
Sundries, tax account	\$506 51	
Sundries, insurance account	861 86	
		<u>1,368 87</u>
		<u>\$500,548 77</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	80,120	124,858	154,478
Number of passengers carried one mile	1,906,863	2,402,558	4,308,991
Number of tons of freight carried	437,444	110,387	547,831
Number of tons of freight carried one mile	42,994,445	7,317,659	50,312,104
Passenger train mileage	156,027	5,612	161,639
Freight train mileage	409,438	78,868	488,301
All other train mileage	55,085	.....	55,085
Total train mileage	620,495	79,480	699,975

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$184,744 07	\$77,560 32	\$57,188 75
Average per passenger carried	87	52	85
Average per passenger per mile	081	019	012
Average per passenger train per mile	838	48	353
Freight earnings and expenses (including miscellaneous earnings)	488,584 69	278,884 23	205,200 46
Average per ton of freight carried	882	581	301
Average per ton of freight per mile	0096	0055	0041
Average per freight train per mile	1 60	57	48

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.30	Cents. 3	Cents. 2.70
Average rate received per mile per ton for carrying freight, all classes	0.76	1.69	0.89

DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles leased, all in N. Y. State.
Main line from Ogdensburg to Rouse's Point, single track	118
Laid with steel rail, main line	116.625
Laid with iron rail, main line	1.275

Average life of rails—steel, 20 years; iron, 10 years; average life of ties, 6 years; weight of rails per yard—steel, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES	ENTIRE LINE ALL IN NEW YORK STATE	
	Number.	Aggregate length.
Iron bridge.....	1	Feet. 273
Wooden bridges.....	23	2,383
Total.....	24	2,641

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with Miller coupler.
Locomotives, 6 drivers.....	4	\$10,000	150,000	20	.....	.....
Locomotives, 4 drivers.....	28	9,000	110,000	20	8	.....
Total.....	32	.....	.....	.....	8	.....
First-class passenger cars.....	14	\$4,000	42,000	25	14	14
Second-class passenger cars.....	3	2,800	40,000	25	3	3
Baggage, mail and express cars.....	3	2,600	40,000	25	3	3
Total.....	20	.....	.....	.....	20	20
Box freight cars.....	1,404	\$800	22,000	15	.....	4
Stock freight cars.....	27	600	20,500	15	.....	.....
Coal freight cars.....	54	650	24,000	15	.....	.....
Flat freight cars.....	225	500	17,000	12	.....	.....
Caboose, 4-wheel cars.....	4	500	14,000	20	.....	.....
Caboose, 8-wheel cars.....	13	700	21,000	20	.....	.....
Total.....	1,727	.....	.....	.....	.....	4

Westinghouse automatic air brake and Miller platform and coupler are used on passenger cars, and hand brake on freight cars.

Cook's patent switch is used on part of line, and one invented by a former roadmaster on this road; safety switches are used on the main line.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Cost of real estate now held by company, exclusive of that used in operation.....	\$14,550
Total assessed value of real estate and personal property of company.....	1,284,191
Length of steel rails laid during year in repairs, feet.....	30
Railroads crossing road at grade.....	3
Highway crossing at grade without protection.....	100
Highway crossings at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	14
Overhead obstructions less than 20 feet above track.....	7

Passenger cars are heated by stoves, coal and wood, lighted with lamps, 300° test oil, and ventilated by deck ventilators.

The United States and Canada Express Company runs over this line. It pays the road an annual rental of \$6,000.

The Red, White, Blue, Canada Southern, Nickel Plate and Midland fast freight lines are doing business over this road.

The compensation of this company is participating in through rates divided pro rata on mileage. The usual Master Car Builders' rules apply to the use of track, machinery, repairs of cars, etc.

The above companies use partly cars bearing this company's initial, and partly those furnished by the other railroad companies forming the lines.

The companies are given no preference in either speed or order of transportation.

Contract with U. S. Government for transportation of mails at \$1,010.38 per month.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	71,560	13.06
Grain.....	161,674	29.50
Meats and provisions.....	17,411	3.18
Live stock.....	6,800	1.24
Lumber.....	90,114	16.45
Pig and bar iron and steel.....	5,442	.99
Iron or other ores.....	12,240	2.24
Coal and coke.....	68,937	11.67
Petroleum and other oils.....	7,194	1.32
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	388	.07
All other manufactures.....	26,904	4.91
All other merchandise.....	40,755	7.44
All other agricultural products.....	19,081	3.48
All other articles not included above.....	24,331	4.45
Total.....	547,881	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passenger.....	1	.....	1
Employees.....	2	1	3
Others.....	6	.....	6
Total.....	9	1	10

EMPLOYEES.

Average number of persons employed (including officials) during year 462
 Aggregate amount of salaries and wages paid them during year..... \$223,429 48

OFFICERS MANAGING THE ROAD OF THE LESSOR COMPANY.

Name.	Title.	Official Address.
J. GREGORY SMITH.....	President.....	St. Albans, Vt.
J. W. HOBART.....	General Manager.....	St. Albans, Vt.
F. W. BALDWIN.....	Superintendent.....	Ogdensburg, N. Y.
LOUIS HASBROUCK.....	Connasel.....	Ogdensburg, N. Y.
W. A. SHORT.....	Supt. R. S. & M.....	Malone, N. Y.
FRANK OWEN.....	General Freight Agent.....	Ogdensburg, N. Y.
LEVI HASBROUCK.....	Cashier.....	Ogdensburg, N. Y.
J. G. WESTBROOK.....	Auditor.....	Ogdensburg, N. Y.
D. D. RANLETT.....	Treasurer.....	St. Albans, Vt.

DIRECTORS OF THE LESSEE COMPANY.

Name.	Residence.
EDWARD C. SMITH.....	St. Albans, Vt.
J. GREGORY SMITH.....	St. Albans, Vt.
W. H. H. BINGHAM.....	Stow, Vt.
JOSEPH HICKSON.....	Montreal, Que.
JAMES R. LANGDON.....	Montpelier, Vt.
EZRA H. BAKER.....	Boston, Mass.
B. P. CHENEY.....	Boston, Mass.

Title of company, Central Vermont Railroad Company, lessees Ogdensburgh and Lake Champlain Railroad.

General offices at Ogdensburgh, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address James G. Westbrook, Auditor.

OGDENSBURGH AND MORRISTOWN.

OWNED BY UTICA AND BLACK RIVER.

(Date of charter, August 16, 1876.)

The Ogdensburgh and Morristown Railroad Company was organized under the General Railroad Law of 1850, and the acts amendatory thereof. The road was constructed by the Utica and Black River Railroad Company, and the two companies, together with the Clayton and Theresa Railroad Company, were consolidated and merged into a new company under the corporate name of "The Utica and Black River Railroad Company," March 16, 1886, as provided in chapter 917, Laws of 1869. The cost of construction and the liabilities of this company are included in the report of the Utica and Black River Railroad Company of current date herewith.

OLEAN, BRADFORD AND WARREN.

LES. OR.

LESSOR—BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, February 17, 1877.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, and now outstanding	1,500	\$150,000	\$150,000
Number of stockholders.....			9

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$43,775 87
Bridges.....		3,359 48
Superstructure (including ties).....		43,216 14
Land and land damages.....		5,155 09
Passenger and freight stations.....		1,159 74
Engine and car houses.....		3,453 02
Engineering expenses.....		18,092 06
Total cost of road.....		\$118,111 31

EQUIPMENT.	
Locomotives.....	\$7,775 00
Passenger cars.....	19,007 85
Freight and other cars.....	3,088 68
Total cost of equipment	\$29,871 08
Grand total cost of road and equipment.....	\$147,982 84

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$147,982 84
Buffalo, New York and Philadelphia lease account	24,823 87
	\$172,806 21
LIABILITIES.	
Capital stock.....	\$150,000 00
Profit and loss (surplus).....	22,806 21
	\$172,806 21

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
G. CLINTON GARDNER	President.....	New York city.
C. H. ALLEN.....	First Vice-President.....	New York city.
F. S. BUELL.....	Secretary and Treasurer.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. CLINTON GARDNER.....	New York city.
C. H. ALLEN.....	New York city.
A. N. MARTIN.....	New York city.
C. H. CLARK.....	Philadelphia, Pa.
J. N. SELIGMAN.....	New York city.
B. K. JANISON.....	Philadelphia, Pa.
JOHN DOUGHERTY.....	New York city.

Title of company, Olean, Bradford and Warren Railroad Company.

General offices at New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

OSWEGO AND ROME.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURGH.

(Date of charter, April 11, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter and now outstanding	2,250	\$225,000	750	\$75,000
Grand total of common and preferred stock now outstanding.....				\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.*		
First mortgage	May 22, 1865	50	p.c. 7	May 1, 1915	\$350,000	\$350,000
Income bonds	Feb. 1, 1863	25	7	Feb. 1, 1891	200,000	132,000
Temporary bonds	Aug. 1, 1866	4	7	Aug. 1, 1870	62,100	62,100
Convertible bonds	Aug. 1, 1866	1000	7	Aug. 1, 2366	107,000	107,000
Total.....					\$719,100	\$651,100

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Grading, masonry and ballast	\$213,578 06
Bridges	20,523 16
Superstructure (including ties).....	515,473 87
Land and land damages.....	133,865 34
Passenger and freight stations	29,006 93
Engine and car houses	10,941 62
Engineering expenses	27,263 76
Total cost of road.....	\$950,952 76

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$950,952 76
Other permanent investments, as follows, viz.:	
Construction account.....	68,174 74
	\$1,019,127 50

* Should state months when interest is payable.— R. R. Commissioners.

OSWEGO AND ROME.

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LIABILITIES.		
Capital stock	\$300,000	00
Funded debt.....	719,100	00
<i>Current liabilities, as follows, viz.:</i>		
Open accounts.....	27	50
	<u>\$1,019,127</u>	<u>50</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHAS. PARSONS.....	President.....	96 Broadway, N. Y. city.
CLARENCE S. DAY.....	Vice-President.....	45 Wall street, N. Y. city.
CHAS. PARSONS, JR.....	Second Vice-President....	96 Broadway, N. Y. city.
JOS. A. LAWYER.....	Treasurer.....	96 Broadway, N. Y. city.
ELISHA M. MOORE.....	Secretary.....	Oswego, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHAS. PARSONS	New York city.
CLARENCE S. DAY	New York city.
CHAS. PARSONS, JR	New York city.
WILLIAM LUMMIS	New York city.
EDWIN PARSONS	New York city.
GEORGE PARSONS	New York city.
WILLIAM M. WHITE	Utica, N. Y.
JOHN S. FARLOW	Boston, Mass.
WALTON FERGUSON	New York city.
LUCIUS LYON.....	New York city.
J. Q. A. JOHNSON.....	New York city.
HENRY DAY	New York city.
JOHN THORN	Utica, N. Y.

Title of company, Oswego and Rome Railroad Company.

General offices at 96 Broadway, New York city.

For information concerning this report, address Joseph A. Lawyer, Treasurer.

OSWEGO AND SYRACUSE.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, April 29, 1839.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	26,408	\$1,820,400
Number of stockholders.....		307

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First consolidated guarant'd mortgage	Dec. 28, 1876	30	p.c. 7	Mar. & Sep.	\$500,000	\$428,000
Guaranteed construction mortgage	May 1, 1883	40	5	May & Nov.	1,000,000	668,000
Total					\$1,500,000	\$1,106,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast		\$348,958 88
Bridges		30,827 35
Superstructure (including ties) and rails		431,844 31
Land	\$2,010 00	285,068 63
Land damages		
Fences	600 00	191,471 00
Passenger and freight stations, etc	405 40	
Engine and car houses, shops, machinery and tools		62,016 53
Engineering expenses		78,748 50
Interest and discount charged to construction	3,581 01	15,549 54
Wharfing		454 489 74
Total cost of road	\$2,556 41	\$1,823,494 86
EQUIPMENT.		
Locomotives		\$145,243 03
Mail, baggage and express cars		66,417 77
Freight and other cars		415,894 31
Total cost of equipment		\$627,555 11
Grand total cost of road and equipment	\$2,556 41	\$2,456,049 97

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Depot at North Fulton	\$405 40
New gates at crossings	600 00
Interest on advances made by lessee	3,561 01
	\$4,566 41
Less proceeds from sale of condemned land by Oswego Railroad Bridge Company	2,010 00
Total	\$2,556 41

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental paid by lessee directly to stock and bondholders:	
Twelve months' interest on stock	\$118,836 00
Twelve months' interest on bonds	30,660 00
Twelve months' interest on bonds	33,400 00
	\$182,896 00

GENERAL INCOME ACCOUNT.

Net floating debt items, assumed with the lease	\$28,660 30
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OSWEGO AND SYRACUSE.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$1,828,494 86
Cost of equipment.....	627,555 11
Profit and loss (deficiency).....	28,660 80
	<u>\$2,484,710 27</u>

LIABILITIES.

Capital stock.....	\$1,820,400 00
Funded debt.....	1,108,000 00
Current liabilities, as follows, viz.	
Unfunded debt due lessee.....	58,810 27
	<u>\$2,484,710 27</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Total miles all in N. Y. State.
Main line from Syracuse to Oswego, single track.....	34.98
Sidings and turnouts on main line.....	22.14
Grand total of tracks, sidings and turnouts.....	<u>57.12</u>
Laid with steel rail, main line, etc.....	<u>87.25</u>

BRIDGES.

ENTIRE LINE ALL IN NEW YORK STATE.

	Number.	Aggregate length.
Iron bridges.....	3	Feet. 576

EQUIPMENT.

	Number owned.	Average cost of each	Maximum weight of each, lbs.	Average life of each in years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Locomotives, 6 drivers.....	5	\$9,000	140,000	15	2	.....
Locomotives, 4 drivers.....	9	8,000	130,000	15	5	.....
Total.....	14	..	..	..	7	.....
First-class passenger cars ..	10	\$3,500	42,000	15	10	10
Second-class passenger cars.....	2	1,500	42,000	15	2	2
Baggage, mail and express cars.....	4	1,500	42,000	15	4	4
Total.....	16	..	..	..	16	16
Box freight cars.....	499	\$400	24,000	10	.....	.....
Stock freight cars.....	3	350	20,000	10	.....	.....
Flat freight cars.....	107	250	18,000	10	.....	.....
Caboose, 4-wheel cars.....	3	150	12,000	10	.....	.....
Caboose, 6-wheel car.....	1	175	14,000	10	.....	.....
Caboose, 8-wheel cars.....	2	400	24,000	10	.....	.....
Service cars.....	13	115	18,600	10	.....	.....
Total.....	628	.....	.....	.....	.....	.....

Westinghouse air brake and Miller coupler are used on passenger cars, and hand-brake and link coupler on freight cars.
Split switches are used on main track.

MISCELLANEOUS STATISTICS.

	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	35
Total assessed value of real estate and personal property of company, say..	\$1,122,275
Railroad crossing road at grade.....	1
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	39
Highway crossings at grade protected by gates or flagmen.....	11
Highway crossings over or under grade.....	7
Overhead obstructions less than twenty feet above track.....	10

Passenger cars are heated by Gouge and Spear heaters, lighted by oil lamps, and ventilated by Creamer, and Gouge ventilators.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL SLOAN.....	President.....	26 Exchange Place, New York.
FREDERICK H. GIBBONS.....	Treasurer.....	26 Exchange Place, New York.
FRED. F. CHAMBERS.....	Secretary.....	26 Exchange Place, New York.
WM. F. HALLSTEAD.....	General Manager.....	Scranton, Pa.
A. H. SCHWARZ.....	Assistant Superintend't..	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
THOMSON KINGSFORD.....	Oswego, N. Y.
LUTHER WRIGHT.....	Oswego, N. Y.
SAMUEL SLOAN.....	New York city.
PERCY R. PYNE.....	New York city.
WM. ALEX. SMITH.....	New York city.
WM. B. SMITH.....	Oswego, N. Y.
WM. K. NIVER.....	Syracuse, N. Y.
MOSES TAYLOR PYNE.....	New York city.
FREDERICK H. GIBBENS.....	New York city.
EDGAR S. AUCHINCLOSS.....	New York city.
LOUIS P. CHILD.....	New York city.
EDWIN R. HOLDEN.....	New York city.
WILLIAM S. SLOAN.....	New York city.

Title of company, The Oswego and Syracuse Railroad Company.

General offices at Oswego, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address Fred. F. Chambers, Secretary and Auditor.

OWASCO RIVER.

(Date of charter, June 2, 1881.)

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	800	\$80,000	\$80,000

Number of stockholders..... 13

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Grading, masonry and ballast.....		\$7,450 53
Bridges.....		8,000 00
Superstructure (including ties).....		10,666 10
Land.....		27,980 69
Engineering expenses.....	\$432 66	1,843 89
Interest and discount charged to construction.....	988 27	2,736 64
Total cost of road.....	\$1,415 93	\$53,627 84
EQUIPMENT.		
Locomotives.....		\$2,160 00
Freight and other cars.....	\$51 76	4,982 43
Total cost of equipment.....	\$51 76	\$7,142 43
Grand total cost of road and equipment.....	\$1,467 69	\$60,769 77

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$9,829 15
Less operating expenses (excluding all taxes).....		8,895 87
Gross income from all sources.....		\$5,933 79
<i>Deductions from income, as follows, viz.:</i>		
Taxes on earnings and capital stock.....	\$390 01	
Interest paid on open accounts.....	1,644 94	
		2,034 95
Surplus for year ending September 30, 1886.....		\$3,898 83

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$3,898 83
Surplus up to September 30, 1885.....	9,712 14
Total surplus September 30, 1886.....	\$13,610 97

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Freight.....	\$9,329 15
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OPERATING EXPENSES.

<i>Conducting transportation:</i>		
Wages of conductors and men.....	\$1,512 42	
Wages of engineers and firemen.....	1,856 10	
Fuel for locomotives.....	486 80	
Water supply.....	12 50	
Total.....	\$3,817 82	
General expenses.....	77 55	
Grand total operating expenses.....	\$3,895 87	

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$53,627 34
Cost of equipment.....	7,143 43
<i>Current assets, as follows, viz.:</i>	
Open accounts	197 73
	<u>\$60,967 50</u>
LIABILITIES.	
Capital stock.....	\$30,000 00
Open accounts	17,356 53
Profit and loss (surplus).....	13,610 97
	<u>\$60,967 50</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of tons of freight carried.....	31,932
Number of tons of freight carried one mile	15,414
Total train mileage, all freight	<u>572</u>

ITEM.	Earnings.	Expenses.	Profit.
Freight earnings and expenses (including miscellaneous earnings).....	\$9,329 15	\$5,480 82	\$3,898 63
Average per ton of freight carried.....	29	17	12
Average per ton of freight per mile...	60	35	25
Average per freight train per mile....	16 31	9 45	6 73

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Single track on main line.....	.5
Laid with steel rail, main line.....	.5

Rails — steel, been in use but 3 years; ties been in use but 3 years; weight of rails per yard, steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridge.....	1	140
Wooden trestles	2	1,300
Total.....	3	1,444

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.
Locomotive, four drivers.....	1	\$4,020	40,100	In use 3
Flat freight cars.....	12	326	8,000	In use 3

Ordinary brake and coupler used on cars; ordinary switch in use on road.

OWASCO RIVER.

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MISCELLANEOUS STATISTICS.

Entire line all
in N. Y. State.

Highway crossings at grade without protection	1
Highway crossings at grade protected by gates or flagmen	2

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Lumber	4,622	14.5
Pig and bar iron and steel	4,605	14.4
Coal and coke	5,758	18.00
Shipments of manufactured goods received by this railroad within this State from manufactories within this State	13,484	42.1
All other merchandise	3,880	10.4
All other articles not included above	188	.6
Totals		100

EMPLOYEES.

Average number of persons employed (including officials) during year	5
Aggregate amount of salaries and wages paid them during year	\$2,868 52

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS M. OSBORNE	President	Auburn, N. Y.
JOHN H. OSBORNE	Secretary and Treasurer	Auburn, N. Y.
DAVID HERBERT	Gen'l Manager and Supt.	Auburn, N. Y.
JOHN S. CLARKE	Chief Engineer	Auburn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CYRENUS WHEELER, JR	Auburn, N. Y.
JOHN S. CLARKE	Auburn, N. Y.
ORRIN H. BURDICK	Auburn, N. Y.
GORTON W. ALLEN	Auburn, N. Y.
WILLIAM A. KIRBY	Auburn, N. Y.
JOHN H. OSBORNE	Auburn, N. Y.
HENRY J. KOSTERS	Auburn, N. Y.
CALVIN YOUNG	Owasco, N. Y.
HORACE M. WHIPPLE	Auburn, N. Y.
THOMAS M. OSBORNE	Auburn, N. Y.
ALLEN MCKAIN	Auburn, N. Y.
DAVID HERBERT	Auburn, N. Y.
CLEMENTS B. KOSTERS	Auburn, N. Y.

Title of company, Owasco River Railway.

General offices at Auburn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, June 2.

For information concerning this report, address John H. Osborne, Secretary.

PENN YAN AND NEW YORK.

LESSOR.

Consolidated with Syracuse, Geneva and Corning.

PERRY.

LESSOR.

LESSEE — BUFFALO, ROCHESTER AND PITTSBURGH.

(Date of charter, May 9, 1832.)

For history of organization, see Report of 1885.

At the foreclosure sale of the Rochester and Pittsburgh Railroad on October 18, 1885, Adrian Iselin, of New York, purchased the capital stock and afterward sold it to the Buffalo, Rochester and Pittsburgh Railroad Company, which company now operates the road under the terms of the lease.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding	200	\$20,000	\$8,253 53
Number of stockholders			1

FUNDED DEBT.

Reported in that of the Buffalo, Rochester and Pittsburgh Railroad Company.

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast	\$9,542 50
Bridges	2,828 57
Superstructure (including ties)	7,663 43
Land damages	5,978 40
Passenger and freight stations	1,244 02
Engine and car houses	50 50
Engineering expenses	891 13
Telegraph line	55 00
Total cost of road	\$28,253 53

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$28,253 53
LIABILITIES.	
Capital stock	\$8,253 53
Funded debt	20,000 00
	\$28,253 53

* OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WALSTON H. BROWN.....	President	20 Nassau st., N. Y. city.
THOMAS F. WENTWORTH...	Secretary	20 Nassau st., N. Y. city.
FRED. A. BROWN.....	Treasurer.....	20 Nassau st., N. Y. city.
GEO. E. MERCHANT.....	General Manager.....	Rochester, N. Y.
JOHN F. DINKEY.....	Auditor and Asst. Treas'r..	Rochester, N. Y.
JAMES T. GARDNER.....	General Superintendent....	Buffalo, N. Y.
WM. E. HOYT.....	Chief Engineer.....	Rochester, N. Y.
C. W. MILLS.....	Supt. M. P. and Machinery.	Rochester, N. Y.
J. S. EMBRY.....	Gen. Freight and Pas. Agt..	Rochester, N. Y.

* DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WALSTON H. BROWN	New York city.
FRED. A. BROWN.....	New York city.
ADRIAN ISELIN.....	New York city.
ADRIAN ISELIN, JR.....	New York city.
FRED. D. TAPPEN.....	New York city.
AUGUSTE RICHARD	New York city.
GEORGE W. PARSONS.....	New York city.
WHEELER H. PECKHAM.....	New York city.
JOHN G. NEESER.....	New York city.
F. O. FRENCH.....	New York city.
JOHN H. HOCART.....	New York city.
A. H. STEVENS.....	New York city.
ALFRED ROOSEVELT.....	New York city.

Title of company, Perry Railroad Company.

General offices at 20 Nassau street, New York city, and Rochester, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in November.

For information concerning this report, address John F. Dinkey, Auditor and Assistant Treasurer.

PORT DICKINSON AND CHENANGO RIVER

(Date of charter, April 4, 1881.)

To the Honorable Board of Railroad Commissioners, Albany, N. Y.:

DEAR SIRS.—We return to you the blank form for report of the Port Dickinson and Chenango River Railroad Company for year ending September 30, 1886. This company has not transacted any business on this road since November, 1884. About that time, a fire occurred in the Chenango Valley Mills, which destroyed the only source from which the road derived any business, and, as the property was not rebuilt on the old site, the necessity for the road has, therefore, ceased to exist. The stockholders and all claims against the company have been paid up and satisfied, and there is no debt of any kind against the company.

Yours, truly,

R. J. BATES,

Secretary of Port Dickinson and Chenango River R. R. Co.

BINGHAMTON, N. Y., November 22, 1886.

* The officers and directors are identical with those of the Buffalo, Rochester and Pittsburgh R. R. Company.

PORT JERVIS AND MONTICELLO.

REPORT OF RECEIVER.

(Date of charter, July 8, 1875.)

For history of organization, see Report of 1885.

The figures given in tables "Capital Stock and Funded Debt" and "Cost of Road and Equipment" are taken from former reports made to the State Engineer. The Receiver was informed, on taking possession of the road, that there was on stock or bond ledger in existence, or books giving the cost of construction and equipment.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	20,000	\$1,000,000	.....
Issued for actual cash	14,464	723,200	\$723,200 00
Issued for scrip .....	.....	.....	1,076 93
Total now outstanding.....	.....	.....	\$724,276 93

Number of stockholders 44

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ...	Aug. 1, 1879	30	p.c. 7	.....	\$50,000	\$50,000	\$50,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$708,701 35
Bridges.....		3,960 66
Superstructure (including ties)		824,215 03
Land damages		46,072 31
Passenger and freight stations		1,543 75
Engine and car houses.....		5,001 57
Engineering expenses		19,584 81
Total cost of road.....		\$1,109,079 63
EQUIPMENT.		
Locomotives.....		\$40,095 58
Passenger cars.....		12,512 49
Freight and other cars		2,050 64
Total cost of equipment.....		54,658 71
Grand total cost of road and equipment		\$1,163,738 24

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$81,860 64
Less operating expenses (excluding all taxes)		24,280 81
Gross income from all sources		\$7,579 88
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$8,500 00	
Taxes	8,487 79	
		6,987 79
Surplus for year ending September 30, 1886.....		\$642 04

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$642 04
Surplus up to September 30, 1885.....	1,146 86
Total surplus September 30, 1886	\$1,787 40

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$445 90			
Freight, local..... 16,009 97			
		\$16,455 87	\$16,455 87
Passengers, through..... \$5,099 29			
Passengers, local..... 7,648 95			
	\$12,748 24		12,748 24
Mail	1,819 90		1,819 90
Express.....	1,057 16		1,057 15
Miscellaneous	185 04	185 04	270 08
Western Union Telegraph Co.....	4 70	4 70	9 40
Total gross earnings.....	\$15,265 08	\$16,595 61	\$31,860 64

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track.....	\$3,179 38	\$3,179 38	\$6,358 68
Repairs of roadbed.....	1,287 56	1,287 57	2,575 13
Repairs of bridges (including culverts and cattle-guards).....	10 00	10 00	20 00
Repairs to stations, shops, docks, etc.....	8 75	8 75	17 50
Repairs of fences.....	57 15	57 15	114 30
Total	\$4,542 79	\$4,542 80	\$9,085 59

Maintenance of equipment :

Repairs of locomotives.....	\$287 65	\$287 66	\$575 31
Repairs of cars.....	129 99	180 00	259 99
Repairs of machinery and tools.....	65 14	65 13	130 27
Other expenses for maintenance of equipment	33 78	33 73	67 46
Total.....	\$516 51	\$516 52	\$1,033 03

Conducting transportation :

Wages of conductors and men.....	\$1,188 32	\$1,188 32	\$2,266 64
Wages of engineers and firemen.....	1,070 54	1,070 55	2,141 09
Fuel for locomotives.....	1,534 60	1,534 60	3,069 20
Oil and waste.....	185 26	185 26	370 52
Other train supplies or expenses.....	74 18	74 19	148 37
Wages of station agents and clerks	657 86	657 86	1,315 72

OPERATING EXPENSES—(Continued).

	Passenger.	Freight.	Total
Wages for labor at stations.....	\$424 04	\$424 04	\$848 08
Station supplies	26 32	26 31	52 63
Other expenses for conducting transportation	78 18	78 13	156 31
Total.....	\$5,184 25	\$5,184 26	\$10,368 51
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$890 77	\$890 77	\$1,781 54
General office expenses and supplies.....	177 25	177 25	354 50
Stationery and printing.....	100 00	100 00	200 00
Legal expenses.....	40 00	40 00	80 00
Damage to cattle and property.....	488 43	488 43	976 86
Mileage of cars of other companies (debit balance).....	205 39	205 39	410 78
Other general expenses			
Total	\$1,896 84	\$1,896 84	\$3,793 68
Grand total operating expenses.....	\$12,140 39	\$12,140 42	\$24,280 81

RECEIVER'S GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Current assets, as follows, viz.:

Cash on hand.....	\$4,373 46
Due by agents.....	735 01
Open accounts.....	3,906 97
Materials and supplies	656 60
	<u>\$9,670 95</u>

LIABILITIES.

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$2,042 00
Audited vouchers and pay-rolls	1,399 44
Loans and bills payable	4,835 30
Sundries.....	106 84
	<u>\$7,883 58</u>
Profit and loss (surplus).....	1,787 44
	<u>\$9,670 95</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Total, all local.

Number of passengers carried.....	23,888
Number of passengers carried one mile.....	508,501
Number of tons of freight carried.....	23,049
Number of tons of freight carried one mile	414,890
Passenger train mileage	13,252
Freight train mileage.....	13,257
Total train mileage	<u>26,509</u>

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$15,265 08	\$12,140 40	\$3,124 68
Average per passenger carried	64	53	11
Average per passenger per mile	08		
Freight earnings and expenses (including miscellaneous earnings).....	16,595 61	12,140 42	4,455 20
Average per ton of freight carried	72	52	20
Average per ton of freight per mile....	04		

ITEM.	Cents.
Computed on earnings from carrying passengers and freight only.	
Average rate received per mile for carrying passengers, all classes	*8
Average rate received per mile per ton for carrying freight, all classes.....	4

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Port Jervis to Monticello, single track	23.75
Sidings and turnouts on main line.....	1
Grand total of tracks, sidings and turnouts.....	24.75
Laid with steel rail, main line.....	4.50
Laid with iron rail, main line	19.25

Weight of rails per yard, steel, maximum, 56 lbs., minimum, 55 lbs.; iron, maximum, 56 lbs., minimum, 55 lbs.; gauge of track, 4 feet, 8½ inches; ballasted with soil.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	Feet. 121
Wooden bridges.....	5	159
Total	9	280

EQUIPMENT.	Total number owned.	Maximum weight of each, tons.	Number equipped with patent brake.	Number equipped with patent coupler.
Locomotives, four drivers	3	{ P.36 } { F.38 }	1	.....

* Should be 2.50. — R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

	Total number owned.	Maximum weight of each, tons.	Number equipped with patent brake.	Number equipped with patent coupler.
First-class passenger cars.....	3	.....	3	3
Second-class passenger car.....	1	.....	.....	.....
Baggage, mail and express cars.....	2	.....	.....	.....
Total	6	.....	3	3
Flat freight cars.....	4	.....	.....	.....
Service cars.....	5	.....	.....	.....
Total	9	.....	.....	.....

Westinghouse air-brake and Miller automatic coupler are used on passenger cars, and common link and pin coupler on freight cars.

The old fashioned standard switch is used on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	24
Total assessed value of real estate and personal property of company	\$55,000

Passenger cars are heated by Miller steam heater, lighted by oil lamps, and ventilated by roof ventilator.

The United States Express Company ran over this line from October 1, 1885, until Mar 17, 1886. The Erie Express Company ran over this line from May 17, 1886, until September 30, 1886; pays company its tariff on first class freight per 100 lbs., and \$20 per month for services of messenger.

Contract with United States Government for transportation of mails: \$42.75 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	520	2
Grain	1,629	7
Meats and provisions.....	1,336	6
Live stock.....	20	.....
Lumber	6,400	30
Coal and coke.....	9,332	39
Petroleum and other oils.....	80	.....
Manufactures.....	239	1
All other merchandise.....	721	3
All other agricultural products	76	.....
Stone.....	2,040	9
All other articles not included above	461	2
Total.....	22,854	100

NUMBER OF ACCIDENTS.

Employees, injured.....	2
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PORT JERVIS AND MONTICELLO.

521

EMPLOYEES.

Average number of persons employed (including officials) during year 84
 Aggregate amount of salaries and wages paid them during year..... \$13,215 20

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM H. CLARK.....	Receiver.....	Westtown, N. Y.
GEORGE M. WELLS.....	Secretary.....	Monticello, N. Y.

Title of company, Port Jervis and Monticello Railroad Company.
 General offices at Port Jervis.
 Date of close of fiscal year, September 30.
 For information concerning this report, address W. H. Clark, Receiver.

POUGHKEEPSIE, HARTFORD AND BOSTON.

(Date of charter, May 15, 1875.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	8,500	\$850,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
First mortgage	Aug. 1, 1875	30	p.c. 7	Semi-annu'ly	\$300,000	\$24,000	\$24,000
Second mortgage ..	Sept. 1, 1875	30	7	Semi-annu'ly	500,000	500,000	.....

COST OF ROAD AND EQUIPMENT.

Road.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$562,605 07
Bridges.....	54,116 97
Superstructure (including ties)	424,644 44
Land damages	168,355 11
Engine and car houses	38,727 21
Shops, machinery and tools.....	11,048 28
Engineering expenses.....	42,806 47
Total cost of road.....	\$1,297,298 55

EQUIPMENT.

Locomotives.....	\$63,904 49
Passenger, mail, baggage and express cars	24,511 87
Freight and other cars.....	44,205 49

Total cost of equipment..... \$132,621 85

Grand total cost of road and equipment..... \$1,429,920 85

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$49,601 32
Less operating expenses (excluding all taxes).....	44,222 04

Net earnings from operation..... \$5,379 28

Income from other sources, as follows, viz.:

Rent.....	10 00
-----------	-------

Gross income from all sources..... \$5,389 28

Deductions from income, as follows, viz.:

Interest on bills payable.....	\$614 24
Rentals.....	6,000 00
Taxes and insurance on property used in operation of road..	1,196 19
	7,810 43

Deficit for year ending September 30, 1886..... \$2,421 15

DETAILED STATEMENT OF RENTALS.

This company pays a rental of \$6,000 per annum to Newburgh, Dutchess and Connecticut Railroad for use of their track between Stissing and Pine Plains.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through		\$1,425 41	
Freight, local		21,503 15	\$22,928 56
Passengers, local.....	\$22,698 75		22,698 75
Mail	1,575 26		1,575 26
Express.....	496 37		496 37
<i>Miscellaneous, as follows, viz.:</i>			
Mileage.....		282 64	282 64
Telegraph.....	85 00	88 39	173 39
Old iron.....	800 00	646 35	1,446 35
Total gross earnings.....	\$25,655 38	\$28,945 94	\$49,601 32

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Steel rails laid.....	\$375 00	\$300 78	\$675 78
Repairs of roadbed and track.....	6,668 87	6,668 88	13,337 75
Repairs of bridges (including culverts and cattle-guards).	1,116 15	1,116 16	2,232 31
Repairs of stations, shops, docks, etc.....	300 00	208 61	508 61
Repairs of fences	202 00	200 80	402 80
Total	\$8,662 02	\$8,495 23	\$17,157 25
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$700 00	\$601 00	\$1,301 60
Repairs of cars.....	1,209 24	1,341 99	2,550 53
Repairs of machinery and tools.....	82 00	80 42	162 42
Total	\$1,991 24	\$2,022 71	\$4,013 95

OPERATING EXPENSES — (Continued).

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$886 00	\$1,809 80	\$2,145 80
Wages of engineers and firemen	1,010 12	1,094 62	2,104 74
Fuel for locomotives	2,815 00	2,195 68	4,510 68
Oil and waste	195 10	203 88	398 98
Water supply	889 04	800 00	689 04
Wages of station agents and clerks	2,524 00	3,500 00	6,024 00
Station supplies	400 86	166 66	567 02
Wages of watchmen, flagmen and switchmen	1,480 09	1,190 18	2,620 27
Other expenses for conducting transportation	150 00	152 04	302 24
Total	\$9,249 71	\$10,112 90	\$19,862 61
<i>General expenses :</i>			
Salaries of general officers and clerks	\$1,500 00	\$1,559 92	\$3,059 92
General office expenses and supplies	161 00	160 41	321 41
Stationery and printing	100 00	188 90	288 90
Damage to cattle and property	34 00	34 00	68 00
Total	\$1,795 00	\$1,893 23	\$3,688 23
Grand total operating expenses	\$21,697 97	\$22,524 07	\$44,222 04

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$1,297,298 55
Cost of equipment	182,621 85
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$2,632 81
Due by agents	615 00
Materials and supplies	2,000 00
Profit and loss (deficiency)	5,247 81
	*2,421 15
	†\$1,437,588 86

LIABILITIES.

Capital stock	\$850,000 00
Funded debt	524,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	234,210 95
Audited vouchers and pay-rolls	9,968 12
Open accounts	500 00
Loans and bills payable	14,805 38
	\$1,632,984 45

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried		72,736	72,736
Number of passengers carried one mile		1,002,561	1,002,561
Number of tons of freight carried	1,272	18,471	19,743
Number of tons of freight carried one mile	44,104	832,510	876,614

* Should be \$197,816.74.

† Should be \$1,632,984.45. } R. R. Commissioners.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Through.	Local.	Total.
Passenger train mileage.....	32,482
Freight train mileage.....	23,162
Total train mileage.....	55,594

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$25,655 88	\$21,697 97	\$3,957 41
Average per passenger carried.....	8525	298	055
Average per passenger per mile.....	025	0215	004
Average per passenger train per mile.....	79	67	122
Freight earnings and expenses (including miscellaneous earnings).....	28,945 94	22,524 07	1,421 87
Average per ton of freight carried....	1 21	1 14	07
Average per ton of freight per mile ..	0686	059	004
Average per freight train per mile....	1 08	9725	0575

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	*2.55
Average rate received per mile per ton for carrying freight, all classes.....	6.34

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
in N. Y. State.

Single track on main line.....	34.90
Sidings and turnouts on main line.....	2.35
Grand total of tracks, sidings and turnouts.....	37.15

This company uses 4.89 miles of the Newburgh, Dutchess and Connecticut Railroad, between Pine Plains and Stissing, for which it pays rental.

Weight of rails per yard — iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE, ALL IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridge.....	1	Foot 30
Wooden bridges.....	6	230
Wooden trestles.....	8	2,000
Total.....	10	2,360

*Should be 2.25 cents. — R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT—(Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, tons.
Locomotive, 6 drivers.....	1	\$12,000	35
Locomotives, 4 drivers.....	8	10,000	30
Total.....	4	.....	.....
First-class passenger cars.....	2	\$3,700	.....
Second-class passenger car.....	1	.....	.....
Baggage, mail and express cars.....	2	2,500	.....
Total.....	5	.....	.....
Box freight cars.....	30	\$700	.....
Stock freight cars.....	2	700	.....
Coal freight cars.....	28	575	.....
Flat freight cars.....	5	500	.....
Total.....	60	.....	.....

Westinghouse brake and Miller platform are used on passenger cars; ordinary hand-brake used on freight cars.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned by Western Union company, miles.....	32
Length of steel rails laid during year in repairs, miles.....	1
Highway crossings at grade without protection.....	18
Highway crossing at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	3
Overhead obstructions less than 20 feet above track.....	3

Passenger cars are heated by coal stoves and lighted by oil lamps.

The American Express Company runs over this line and pays first-class tariff.

Receive from United States Government for transportation of mails \$42.75 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	464
Grain.....	2,688
Live stock.....	312
Iron or other ores.....	3,420
Coal and coke.....	3,423
Total.....	10,507

EMPLOYEES.

Average number of persons employed (including officials) during year.....	65
Aggregate amount of salaries and wages paid them during year.....	\$26,950 45

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address
GEO. P. PELTON.....	President.....	
J. F. WINSLOW.....	Vice-President.....	
EDWARD ELSWORTH.....	Secretary and Treasurer...	
J. A. PERKINS.....	Superintendent.....	

REPORT OF THE RAILROAD COMMISSIONERS.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
Geo. E. Peltus.....	Poughkeepsie, N. Y.
John F. Widdow.....	Poughkeepsie, N. Y.
Edward Elsworth.....	Poughkeepsie, N. Y.
Geo. Davis.....	Poughkeepsie, N. Y.
John Corlies.....	Poughkeepsie, N. Y.
Oliwer H. Booth.....	Poughkeepsie, N. Y.
William A. Davies.....	Poughkeepsie, N. Y.
Edward L. Bollen.....	New York city.

Title of company, Poughkeepsie, Hartford and Boston Railroad Company.

General offices at Poughkeepsie, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address J. A. Perkins, Superintendent.

RENSSELAER AND SARATOGA.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY

(Date of charter, April 14, 1832.)

For history of organization, see Report of 1835.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	100,000	\$10,000,000	.....
Issued for actual cash and now outstanding.	81,558	8,155,800	\$8,155,800

Number of stockholders 523

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.*			
First mortgage....	1871	50	P. C. 7	1921	\$2,000,000	\$1,925,000	\$1,925,000

* Should state months when interest is payable — R. R. Commissioners.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$99,189 81	\$2,770,581 91
Bridges.....	20,538 25	681,334 46
Superstructure (including ties).....	61,846 10	2,286,086 17
Rails.....	89,193 62	48,570 74
Land.....	11,685 00	38,909 00
Land damages.....	16,468 81	1,065,068 37
Fences.....	*932 84	4,177 43
Passenger and freight stations.....	799 99	390,795 32
Engine and car houses.....	1,616 50	442,887 67
Shops, machinery and tools.....		1,765 40
Fuel and water stations.....	633 85	8,726 28
Engineering expenses.....	1,875 61	217,576 78
Telegraph line.....		18,500 00
Total cost of road.....	\$252,864 20	\$7,970,929 53
EQUIPMENT.		
Locomotives.....		\$388,750 00
Passenger cars.....		205,870 01
Mail, baggage and express cars.....		1,500 00
Freight and other cars.....		648,144 00
Total cost of equipment.....		\$1,243,764 01
Grand total cost of road and equipment.....		\$9,214,693 54

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
In side tracks.....	\$50,814 46	
In second track between Coons and Ballston.....	17,998 41	
In bridge masonry.....	80,826 94	\$99,189 81
<i>Bridges :</i>		
Excess of cost of new iron bridges over the renewal of the timber ones....		20,538 25
<i>Superstructure :</i>		
In side tracks.....	\$28,286 61	
In second track.....	33,559 49	61,846 10
<i>Rails :</i>		
In side track.....	\$10,294 72	
In second track.....	28,898 90	39,193 62
<i>Land :</i>		
In freight yard at Whitehall and for depots at Smith's Basin and at West Rutland.....		11,685 00
<i>Land Damages :</i>		
In branch to Hillhouse Island.....	\$15,882 08	
In second track.....	236 28	
In Whitehall and Fair Haven.....	350 00	16,468 31
<i>Fences :</i>		
Cost of new fences and gates charged to and disallowed by the lessor.....		*932 84
<i>Passenger and freight stations :</i>		
Passenger depot at Mechanicville.....	\$489 99	
Track scales at Centre, Rutland.....	310 00	799 99

* Credit.

<i>Engine and car houses :</i>	
New iron turn-tables at Salem and Eagle Bridge, less the cost of the renewal of the wooden ones	\$1,616 50
<i>Fuel and water stations :</i>	
Stand pipe at Granville, less for materials of other stations sold	633 55
<i>Engineering expenses :</i>	
For proportion of salaries and expenses of engineer corps	1,875 61
	<u>\$252,564 2</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Interest	\$1,650 00
From Delaware and Hudson Canal Company to maintain organization	1,000 00
From Albany and Vermont Railroad Company as per agreement	800 00
Gross income from all sources	<u>\$3,450 00</u>
<i>Payments from income, as follows, viz :</i>	
Interest on mortgage	\$62 90
Law expenses	318 00
Salaries	1,800 00
Sundry expenses	808 50
	<u>2,489 40</u>
Surplus for year ending September 30, 1886	<u>\$990 60</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$990 60
Surplus up to September 30, 1885	52,353 97
Total surplus September 30, 1886	<u>\$53,345 97</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$7,970,929 53
Cost of equipment	1,248,764 01
<i>Other permanent investments, as follows, viz.:</i>	
Cost of Glens Falls Railroad	456,431 35
Cost of Salem and Rutland Railroad	150,632 11
Cost of Troy Union Railroad	125,000 00
Ownership in Champlain Transportation Company boats purchased by Rensselaer and Saratoga Railroad Company	350,447 67
<i>Current assets, as follows, viz.:</i>	
Sundries	53,345 97
	<u>\$10,350,550 54</u>
LIABILITIES.	
Capital stock	\$8,155,300 00
Funded debt	1,925,000 00
<i>Current liabilities, as follows, viz.:</i>	
Due Delaware and Hudson Canal Company on open account for betterments, as provided for in lease	216,904 67
Profit and loss (surplus)	52,345 97
	<u>\$10,350,550 54</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. H. CRAMER	President	Troy, N. Y.
JOHN H. NEHER	Secretary and Treasurer	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE H. CRAMER	Troy, N. Y.
JOSEPH M. WARREN	Troy, N. Y.
E. THOMPSON GALE	Troy, N. Y.

<i>Name.</i>	<i>Residence.</i>
JOSEPH W. FULLER.....	Troy, N. Y.
H. C. LOCKWOOD.....	Troy, N. Y.
CHAS. W. TILLINGHAST.....	Troy, N. Y.
WM. HOWARD DOUGHTY.....	Troy, N. Y.
WM. A. SHEPARD.....	Saratoga Springs, N. Y.
ISAAC V. BAKER.....	Comstock's N. Y.
JOHN HOBART WARREN.....	Hoosick Falls, N. Y.
IRA C. ALLEN.....	Fair Haven, Vt.

Title of company, Rensselaer and Saratoga Railroad Company.
 General offices at Troy, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in June.
 For information concerning this report, address George H. Cramer, President

RENSSELAER AND SARATOGA.

LESSER.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Grading, masonry and ballast.....	.....	\$19,136 20
Bridges.....	.....	7,554 00
Superstructure (including ties).....	.....	366,902 20
Rails.....	.....	8,904 00
Land, land damages and fences.....	.....	15,358 41
Passenger and freight stations.....	.....	50,750 00
Engine and car houses.....	.....	991 62
Engineering expenses.....	.....
Total cost of road.....	.....	\$469,591 48
EQUIPMENT.		
Locomotives.....	\$59,900 00	\$352,306 23
Passenger cars.....	28,942 95	271,382 95
Freight and other cars.....	*1,558 00	631,284 77
Total cost of equipment.....	\$87,289 95	\$1,254,873 95
Grand total cost of road and equipment.....	.....	\$1,724,465 38

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Locomotives :</i>		
Three freight locomotives.....	\$22,203 91	
Five passenger locomotives.....	44,500 00	
	\$66,703 91	
Less depreciation during 1885.....	6,803 91	
		\$59,900 00
<i>Passenger cars :</i>		
Seven passenger cars.....	\$86,242 95	
Less depreciation during 1885.....	7,800 00	
		28,942 95

<i>Freight and other cars:</i>		
Appreciation during 1885.....	\$4,815 00	
Less transfer of service cars from equipment to supplies for maintenance of way.....	6,368 00	
		*\$1,553 00
Total.....		\$37,289 85

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$2,280,391 73	
Less operating expenses (excluding all taxes).....	1,281,810 24	
Net earnings from operation.....	\$998,581 39	
<i>Income from other sources, as follows, viz.:</i>		
Champlain Transportation Company for dividend.....	6,681 50	
Gross income from all sources.....	\$1,005,262 89	
<i>Deductions from income, as follows, viz.:</i>		
Rentals.....	\$885,183 72	
Taxes on property used in operation of road.....	79,888 55	
Taxes on earnings and capital stock.....	24,272 89	
Taxes other than above.....	1,027 10	
		990,372 26
Surplus for year ending September 30, 1886.....		\$14,890 63

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$14,890 63
Surplus up to September 30, 1885.....	77,846 58
Total surplus September 30, 1886.....	\$92,737 21

DETAILED STATEMENT OF RENTALS.

Dividend on stock of Rensselaer and Saratoga Railroad Company.....	\$626,400 00
Interest on bonds of Rensselaer and Saratoga Railroad Company.....	134,750 00
Interest on equipment of Delaware and Hudson Canal Company.....	52,835 91
Maintaining organization.....	1,000 00
<i>Leases:</i>	
Albany and Vermont Railroad Company.....	20,000 00
New York Central and Hudson River Railroad Company.....	2,500 00
Rutland and Whitehall Railroad Company.....	15,492 00
Saratoga and Schenectady Railroad Company.....	81,750 00
Green Island lots.....	455 81
Total amount of rentals deducted from income.....	\$885,183 72

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$148,997 14		
Freight, local.....	1,197,880 14		
		\$1,841,827 28	\$1,841,827 28
Passengers, through.....	\$99,172 78		
Passengers, local.....	745,157 82		
	\$844,330 10		844,330 10
Mail.....	21,757 43		21,757 43
Express.....	52,638 88		52,638 88
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	\$10,960 58		
Telegraph.....	4,167 99		
	9,379 71	5,748 86	15,128 57
Newspaper and baggage express.....	4,709 97		4,709 97
Total gross earnings.....	\$932,815 59	\$1,847,576 14	\$2,280,391 73

* Credit.

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$78,823 95	\$87,951 69	\$161,775 64
Steel rails laid, 1,861 tons, cost, \$54,101.99..			
Repairs of roadbed.....	20,276 71	23,721 15	43,997 86
Repairs of bridges (including culverts and cattle-guards)	5,370 08	6,671 81	12,041 89
Repairs of stations, shops, docks, etc	11,054 29	11,546 90	22,601 19
Repairs of fences	7,608 37	9,325 97	16,934 34
Other expenses for maintenance of way and structures	18,538 71	16,815 05	29,848 76
Total	\$181,687 11	\$155,532 57	\$287,199 68
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$24,863 19	\$80,968 80	\$55,831 49
Repairs of cars	43,001 16	75,030 61	118,031 77
Repairs of machinery and tools	8,059 44	3,720 46	6,779 90
Other expenses for maintenance of equipment	11,548 81	14,100 16	25,648 97
Total	\$82,472 60	\$123,819 53	\$206,292 13
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$31,839 97	\$56,463 24	\$88,303 21
Wages of engineers and firemen	45,529 49	55,090 57	100,620 06
Fuel for locomotives	83,870 18	116,027 47	199,897 65
Oil and waste	8,455 53	11,504 58	19,960 11
Water supply	1,694 86	2,476 21	4,171 07
Other train supplies or expenses	6,616 35	6,875 89	13,491 74
Wages of station agents and clerks.....	14,580 68	40,282 93	54,863 61
Wages for labor at stations.....	16,756 24	53,929 56	75,685 80
Station supplies	6,984 36	4,105 42	11,089 78
Wages of watchmen, flagmen and switchmen	26,383 72	21,086 99	47,470 71
Other expenses for conducting transportation	9,691 87	17,450 13	27,142 00
Total	\$251,853 25	\$390,292 49	\$642,145 74
<i>General expenses :</i>			
Salaries of general officers and clerks	\$10,418 01	\$21,023 46	\$31,441 47
General office expenses and supplies	2,087 34	4,242 02	6,329 36
Stationery and printing	3,288 92	4,697 78	7,986 70
Outside agencies and advertising.....	3,038 61	3,279 01	11,817 62
Legal expenses.....	1,893 24	1,475 10	3,368 34
Loss and damage of freight and baggage	68 44	7,729 59	7,798 03
Damage to cattle and property.....	486 17	570 42	1,056 59
Injuries to persons.....	20,117 43	2,458 11	22,575 54
Telegraph maintenance and operation	6,217 21	18,505 36	24,722 57
Mileage of cars of other companies (debit balance)	1,510 21	18,859 89	15,370 10
Other general expenses.....	6,229 82	7,981 65	14,211 47
Total	\$60,350 40	\$85,822 39	\$146,172 79
Grand total operating expenses.....	\$526,343 36	\$755,466 98	\$1,281,810 34

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried.....	81,958	2,057,428	2,139,386
Number of passengers carried one mile	3,712,923	29,865,505	33,578,433
Number of tons of freight carried....	467,879	1,434,403	1,902,282
Number of tons of freight carried one mile	11,876,765	73,810,403	85,137,168

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Through.	Local.	Total.
Passenger train mileage			620,100
Freight train mileage			337,429
All other train mileage			46,231
Total train mileage			1,053,760

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$982,815 59	\$526,343 86	\$406,472 23
Average per passenger carried	44	25	19
Average per passenger per mile	02778	01568	.0121
Average per passenger train per mile	1 50	85	65
Freight earnings and expenses (including miscellaneous earnings)	1,847,576 14	755,466 98	592,109 16
Average per ton of freight carried	71	40	31
Average per ton of freight per mile	01582	00887	00695
Average per freight train per mile	3 48	1 95	1 53

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.671	Cents. 2.495	Cents. 2.514
Average rate received per mile per ton for carrying freight, all classes	1.212	1.634	1.575

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	TOTAL MILES, ALL LEASED.	
	In N. Y. State.	Entire length.
Main line from Albany to Lake Champlain, single track	79.14	79.14
Branches or other roads, single track	76.21	112.86
Total single track	155.35	192.00
Second track on main line	32.45	32.45
Second track on branches or other roads	6.09	6.09
Total second track	38.54	38.54
Sidings and turnouts on main line	32.98	32.98
Sidings and turnouts on branches or other roads	32.64	43.71
Total sidings and turnouts	65.57	76.64
Grand total of tracks, sidings and turnouts	259.46	307.18
Laid with steel rail, main line	117.61	117.61
Laid with steel rail, branches or other roads	49.75	64.18
Laid with iron rail, main line	26.91	26.91
Laid with iron rail, branches or other roads	65.19	78.48

Average life of rails, steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard, steel, maximum, 68 lbs., minimum, 62 lbs.; iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased	Miles of double track.	Miles laid with steel rail.	Miles laid with iron rail.
West Troy and Green Island	West Troy	Green Island....	1.06	1.03	Leased...	1.06	2.14	
Rensselaer and Saratoga	Troy	Waterford Junc	5.59	5.59	Leased...	.43	6.02	
Saratoga and Schenectady	Schenectady	Ballston	14.97	14.97	Leased...	4.60	19.57	
Glens Falls	Fort Edward	Caldwell	15.12	15.12	Leased...		5.52	9.60
Saratoga and Whitehall	Whitehall	State line	6.83	6.83	Leased...		6.83	
Rutland and Whitehall	State line	Castleton, Vt.		6.83	Leased...		6.83	
Rutland and Washington	Eagle Bridge ...	Rutland, Vt.	32.62	62.44	Leased...		37.27	25.17

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges	59	8,469	72	9,568
Wooden bridges	26	2,491	37	3,082
Wooden trestles	8	6,420	8	6,420
Total	93	17,380	117	19,070

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	18	2	20		140,000	20	6	
Locomotives, 4 drivers	14	38	52	\$9,000	150,000	20	51	5
Total	32	40	72				53	5
First-class passenger cars	57	49	92	\$4,600	37,500	15	92	92
Second-class passenger cars	5		14	1,160		15	7	7
Baggage, mail and express cars	11	18	29	1,275	33,000	15	29	29
Total	68	67	135				128	128
Box freight cars	389	461	850		24,000	10		
Stock freight cars	5		5		20,000	10		
Coal freight cars	419	149	568	\$625	20,000	10		
Flat freight cars	63	128	191		15,000	10		
ore freight cars	39		39		15,000	10		
Caboose, 4-wheel cars		20	20	450	10,000	10		
Service cars	3	3	6	916				
Total	968	861	1,829					

Westinghouse automatic air brake and Miller coupler used on passenger cars.
Automatic safety switches are used on about eight-tenths of line, and the ordinary stub switches on remainder of line.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles.....	274.69	261.52
Total assessed value of real estate and personal property of company		\$4,309,201 00
Length of steel rails laid during year in repairs, miles.....	38.8	28.8
Length of iron rails laid during year in repairs, miles.....	7.8	7.8
Railroads crossing road at grade	8	3
Railroads crossing road over or under grade	4	4
Highway crossings at grade without protection	170	213
Highway crossings at grade protected by gates or flagmen..	48	48
Highway crossings over or under grade.....	18	20
Overhead obstructions less than 20 feet above track	11	12

Passenger cars are heated by Baker heaters and Spear stoves, lighted with mineral seal oil, 300° test, and ventilated by Creamer and Globe ventilators.

The National Express Company runs over this line. It pays for local freight one and one-half first class tariff rates, between New York and Rutland, Vt., and House's Point, two-thirds first class rates, and between other competing points, first class, and also ten per cent of annual profits.

The New York Central Sleeping Car Company receives three cents per mile for sleeping cars and one cent per mile for drawing-room cars, and the railroad company lubricates and cleans outside of cars. Pullman's Palace Car Company receives three cents per mile for its cars. No additional charge is made by the company.

Amount paid New York Central Sleeping Car Company, during year.....	\$902 83
Amount paid Pullman Palace Car Company, during year	356 94
	<u>\$1,259 77</u>

No contract with the United States Government for transportation of mails. They are carried under the terms prescribed by law.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	84,224	4.4
Grain	192,656	10.1
Meats and provisions.....	80,623	1.6
Live stock	11,902	.6
Lumber	100,172	5.3
Pig and bar iron and steel	67,270	3.5
Iron or other ores.....	255,223	13.4
Coal and coke	496,059	26.1
Petroleum and other oils.....	14,560	.8
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	58,058	3.0
All other manufactures	92,753	4.9
All other merchandise.....	56,514	3.0
All other agricultural products.....	72,233	3.8
All other articles not included above	370,030	19.5
Total	1,902,292	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	8	.....	8
Employees	83	10	43
Others	19	5	24
Total	64	15	75

EMPLOYEES.

Average number of persons employed (including officials) during year.... 2,021
 Aggregate amount of salaries and wages paid them, during year..... \$878,504 99

OFFICERS OF THE LESSEE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ROBERT M. OLYPHANT.....	President.....	New York city.
LEGRAND B. CANNON	Vice-President.....	New York city.
HORACE G. YOUNG.....	Asst. President & Gen. Man.	Albany, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
F. MURRAY OLYPHANT	Secretary.....	New York city.

DIRECTORS OF THE LESSEE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ABIEL A. LOW.....	Brooklyn, N. Y.
JAMES M. HALSTED	New York city.
LEGRAND B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JOHN JACOB ASTOR	New York city.
JAMES ROOSEVELT,	Hyde Park, N. Y.
ABRAHAM R. VAN NEST.....	New York city.
DAVID DOWS.....	New York city.
ROBERT M. OLYPHANT	New York city.
BENJAMIN H. BRISTOW.....	New York city.
JOHN A. STEWART.....	New York city.
FREDERIC BILLINGS.....	New York city.
R. SUYDAM GRANT.....	New York city.

Title of company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hartt, Treasurer.

ROCHESTER AND GENESEE VALLEY.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, July 2, 1851.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	8,000	\$800,000
Issued for actual cash and now outstanding.....	5,552	555,200
Number of stockholders.....		63

COST OF ROAD.

Total cost of road.....	\$671,303 13
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rentals paid by N. Y., L. E. & W. R. R. Co.....	\$34,012 00
<i>Deductions from income, as follows, vis.:</i>	
Expenses of organization.....	700 00
Net income from all sources.....	\$33,312 00
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 6 per cent on \$555,200 stock.....	33,312 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$671,303 13
LIABILITIES.	
Capital stock.....	\$555,200 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES BRACKETT.....	President.....	Rochester, N. Y.
D. W. POWERS.....	Vice-President.....	Rochester, N. Y.
J. B. PERKINS.....	Secretary and Treasurer.....	Rochester, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAMES BRACKETT.....	Rochester, N. Y.
J. E. BUTTERFIELD.....	Rochester, N. Y.
J. B. PERKINS.....	Rochester, N. Y.
W. N. COGSWELL.....	Rochester, N. Y.
JOHN C. GRAY.....	New York city.
CHAS. F. POND.....	Rochester, N. Y.
JOHN LUTES.....	Rochester, N. Y.
JOHN H. FOLEY.....	Rochester, N. Y.
B. D. McALPINE.....	Rochester, N. Y.
D. W. POWERS.....	Rochester, N. Y.
FRANK S. UPTON.....	Rochester, N. Y.
H. C. BREWSTER.....	Rochester, N. Y.
GILMAN H. PERKINS.....	Rochester, N. Y.

ROCHESTER AND GENESEE VALLEY.

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Title of company, Rochester and Genesee Valley Railroad Company.
 General offices at Rochester, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Thursday in June.
 For information concerning this report, address J. B. Perkins, Secretary and Treasurer.

ROCHESTER AND LAKE ONTARIO.

(Date of charter, June 3, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash, and now outstanding.....	650	\$65,000	\$65,000

Number of stockholders..... 34

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Superstructure (including ties).....	*\$2,405 00	\$27,006 85
Land damages		17,655 25
Passenger and freight stations.....	296 53	11,677 75
Engine and car houses		519 87
Shops, machinery and tools.....	*468 93	56 65
Engineering expenses.....		758 75
Wharfing.....	1,130 03	1,130 03
Telephone.....		812 70
Furniture.....	*236 92	203 80
Electric light.....	2,854 43	2,854 48
Total cost of road.....	\$1,175 19	\$62,670 63
EQUIPMENT.		
Locomotives.....	*\$766 00	\$3,667 47
Passenger cars	*978 03	5,878 60
Freight and other cars		1,123 82
Total cost of equipment.....	*\$1,744 03	\$15,669 89
Grand total cost of road and equipment.....	\$568 89	\$78,340 52

*Credit.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Additional charge to real estate		\$296 53
Ontario dock		1,130 03
Electric light		2,854 43
<i>Less credit, as follows:</i>		
Depreciation on superstructure	\$2,405 00	
Depreciation on passenger cars	978 08	
Depreciation on locomotives	766 00	
	<u>\$4,149 08</u>	
<i>Less charges direct to profit and loss:</i>		
Less tools	468 93	
Furniture	\$301 92	
Additional charge to profit and loss	65 00	
	<u>Balance of credit</u>	<u>226 92</u>
		4,849 93
Total (credit)		<u>\$568 89</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$17,797 67
Less operating expenses (excluding all taxes)	10,434 39
Net earnings from operation	\$7,363 28
<i>Income from other sources, as follows, viz.:</i>	
Rents	894 50
Telephone rent	86 00
Miscellaneous	553 75
Gross income from all sources	\$8,847 53
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$673 77
Taxes on earnings and capital stock	322 60
	<u>996 37</u>
Net income from all sources	\$7,851 16
<i>Payments from net income, as follows, viz.:</i>	
Dividend declared, 11 per cent on \$85,000 stock	7,150 00
Surplus for year ending September 30, 1886	<u>\$701 16</u>

GENERAL INCOME ACCOUNT.

Surplus up to September 30, 1886 as shown	\$701 16
Surplus up to September 30, 1885	25,197 04
	<u>\$25,898 20</u>
Less depreciation	4,149 08
	<u>\$21,749 12</u>
Less charges direct to profit and loss	765 86
	<u>\$20,983 27</u>
Add charge direct to profit and loss	21 73
Total surplus September 30, 1886	<u>\$21,004 99</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passengers, local	\$17,683 49
Cartage, etc.	114 18
Total gross earnings	<u>\$17,797 67</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>		All passenger.
Repairs of track.....		\$1,299 28
Repairs of roadbed.....		800 50
Repairs of bridges (including culverts and cattle-guards).....		15 00
Repairs of stations, shops, docks, etc.....		153 89
Repairs of fences.....		39 50
Total.....		\$1,807 67
<i>Maintenance of equipment :</i>		
Repairs of locomotives.....		\$375 82
Repairs of cars.....		518 13
Total.....		\$893 95
<i>Conducting transportation :</i>		
Wages of conductors and men.....		\$1,285 91
Wages of engineers and firemen.....		1,492 91
Fuel for locomotives.....		1,198 48
Oil and waste.....		386 95
Water supply.....		49 25
Other train supplies or expenses.....		75 15
Wages for labor at stations.....		80 25
Station supplies.....		18 20
Wages of watchmen, flagmen and switchmen.....		282 50
Other expenses for conducting transportation.....		189 13
Total.....		\$4,903 78
<i>General expenses :</i>		
Salaries of general officers and clerks.....		\$1,834 42
General office expenses and supplies.....		170 20
Stationery and printing.....		249 80
Outside agencies and advertising.....		386 27
Legal expenses.....		178 10
Other general expenses.....		60 25
Total.....		\$2,829 04
Grand total operating expenses.....		\$10,434 89

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$62,670 63
Cost of equipment.....	15,669 89
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,754 20
Bills receivable.....	250 00
Open accounts.....	868 51
Sinking fund.....	5,000 00
Total.....	\$87,213 23

LIABILITIES.

Capital stock.....	\$65,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts.....	208 24
Profit and loss (surplus).....	21,004 99
Total.....	\$86,213 23

TRAFFIC AND MILEAGE STATISTICS.

	Total, all local.
Number of passengers carried.....	146,847
Number of passengers carried one mile.....	808,698
Passenger train mileage.....	30,468

* Discrepancy of \$1,000. — R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$17,797 67	\$10,484 89	\$7,363 28
Average per passenger carried	1216	0718	0501
Average per passenger per mile	022	0129	0091
Average per passenger train per mile	5841	3421	242

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Rochester to Lake Beach (Irondequoit Bay), single track	6.049
Sidings and turnouts on main line . . . . .	.870
Grand total of tracks, sidings and turnouts	6.419
Laid with iron rail, main line	6.049
Laid with iron rail, branches or other roads . . . . .	.37
Weight of rails per yard — iron, 40 lbs. ; gauge of track, 4 feet 8½ inches ; ballasted with gravel.	

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.
Locomotives, 4 drivers	8	\$3,970 00	116,000	1
First-class passenger cars	10	\$1,368 79	19,200	10
Flat freight car	1	\$528 36	16,000	.....
Service car	1	50 00	.....	.....
Total	2	.....	.....	.....

Eames' vacuum brake used on passenger cars.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telephone owned and operated by company, miles	6.049
Total assessed value of real estate and personal property of company	\$76,754
Highway crossing at grade protected by gates or flagman	1

Passenger cars are heated by coal stoves, and lighted with oil.

EMPLOYEES.

Average number of persons employed (including officials) during year	18
Aggregate amount of salaries and wages paid them during year	\$4,364 02

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
NORMAN H. GALUSHA.....	President.....	Rochester, N. Y.
GEORGE B. SMITH.....	Vice-President.....	Rochester, N. Y.
NATHANIEL B. ELLISON.....	Secretary and Treasurer.....	Rochester, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
N. H. GALUSHA.....	Rochester, N. Y.
Geo. B. SMITH.....	Rochester, N. Y.
N. B. ELLISON.....	Rochester, N. Y.
NHEMIAH OSBURN.....	Rochester, N. Y.
PATRICK BARRY.....	Rochester, N. Y.
ISAAC WILB.....	Rochester, N. Y.
M. FILON.....	Rochester, N. Y.

Title of company, Rochester and Lake Ontario Railway Company.

General office at Irondequoit, Monroe county, N. Y.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, the first Monday in June of each year.

For information concerning this report, address N. B. Ellison, Secretary and Treasurer.

ROCHESTER, NEW YORK AND PENNSYLVANIA

LESSOR.

LESSEE — LACKAWANNA AND PITTSBURGH.

(Date of charter, July 11, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, and now out- standing.....	15,000	\$1,500,000	\$1,500,000

Number of stockholders..... 14

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ARCHER N. MARTIN.....	President.....	New York city.
JOSEPHUS COLLETT.....	Vice-President.....	Terre Haute, Ind.
CHAS. E. KIMBALL.....	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ARCHER N. MARTIN.....	Summit, N. J.
JOSEPHUS COLLETT.....	Terre Haute, Ind.
CHAS. E. KIMBALL.....	New York city.
CHAS. ISHAM.....	New York city.
H. A. V. POST.....	New York city.
CHAS. C. POMEROY.....	New York city.

<i>Name.</i>	<i>Residence.</i>
MORGAN G. POST.....	New York city.
THEO. S. VAN VALKENBURGH.....	New York city.
JOS. D. MITCHELL.....	New York city.
JOHN D. REYNOLDS.....	New York city.
FRANK S. SMITH.....	New York city.
JULIUS G. TUCK.....	New York city.

Title of company, Rochester, New York and Pennsylvania Railroad Company.

General office t New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

ROCHESTER AND ONTARIO BELT

(Date of charter, January 31, 1882.)

Organized under General Railroad Act passed April 2, 1850. Route, from Irondequoit Bay, on Lake Ontario, along the Genesee river to Rochester, and into the towns of Gates, Greece, Brighton, Henrietta, Pittsford and Chili, intersecting the various railroads which run into the city of Rochester, with an aggregate mileage of about 60 miles.

Completed from Avenue E, Rochester, to Windsor Beach, and opened for business July, 1883. Placed in the hands of a receiver May, 1884. Leased from July 1, 1886, to the Rome, Watertown and Ogdensburgh Railroad Company, under order of the Supreme Court of the State of New York. All operations from July 1, 1886, included in the report of the Rome, Watertown and Ogdensburgh Railroad Company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	10,000	\$1,000,000	.....
Issued for actual cash	3,000	300,000	\$5,000
Issued on account of construction..... }			295,000
Total now outstanding.....	3,000	\$300,000	\$300,000

Number of stockholders..... 15

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.			
Receiver's certif's.	April 15, 1885	15	6	Oct. & Apr. 15	\$9,500	\$9,500	\$8,550
* First mort. bonds	June 1, 1882	30	6	June & Dec. 1	1,000,000	175,000	

* Issued for construction.

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$76 87
Superstructure (including ties).....		22 75
Rails		94 06
Land.....	\$5,220 00	9,625 89
Land damages ..		99 24
Fences.....		43 50
Passenger and freight stations.....		198 17
Engine and car houses.....		28 00
Interest and discount charged to construction on receiver's certificates.....	250 00	950 00
Telegraph line.....		106 87
Charged prior to September 30, 1884, not classified.....		529,532 25
Total cost of road	\$5,470 00	\$540,777 60

INCOME ACCOUNT FOR NINE MONTHS ENDING SEPTEMBER 30, 1886. *

Operating expenses (excluding all taxes).....		\$944 40
<i>Income from other sources than operation, as follows, viz.:</i>		
Apples and hay sold		115 00
Deficit.....		\$829 40
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued, 1st mortgage bonds.....	\$10,500 00	
Interest on floating debt due and accrued.....	1,932 59	
Taxes	268 60	
Interest on Receiver's certificates due and accrued.....	488 75	
		18,184 94
Deficit for year ending September 30, 1886....		\$14,014 34

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$14,014 34
Deficit up to September 30, 1885	1,218 72
Interest due and accrued on \$175,000 1st mortgage bonds, from December 1, 1884, to September 30, 1885, not previously charged	8,750 00
Total deficit September 30, 1886	\$23,983 06

ANALYSIS OF OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track.....	\$21 18
Repairs of roadbed.....	139 81
Repairs of stations, shops, docks, etc	24 80
Other expenses for maintenance of way and structures.....	454 58
Total.....	\$620 37
<i>Maintenance of equipment:</i>	
Repairs of cars	\$5 33
<i>Conducting transportation:</i>	
Water supply.....	4 45
<i>General expenses:</i>	
Salaries of general officers and clerks	\$258 20
Stationery and printing.....	49 80

* All operations subsequent to July 1, 1886, included in those of the R. W. & O. R. R. Co.

Outside agencies and advertising.....	\$5 04
Legal expenses.....	75
Other general expenses.....	5 60
Total	<u>\$314 39</u>
Grand total operating expenses	<u>\$944 49</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$540,770 60
<i>Current assets, as follows, viz.:</i>	
Materials and supplies.....	1,580 28
Profit and loss (deficiency)	23,983 06
	<u>\$566,341 04</u>
LIABILITIES.	
Capital stock	\$300,000 00
Funded debt.....	175,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt and Receiver's certificates due and accrued	44,411 45
Pay-rolls.....	2 67
Open accounts, W. H. Brown & Bros.....	33,426 92
Receiver's certificates.....	4,500 00
C. H. Stanton, mortgage.....	4,000 00
	<u>\$566,341 04</u>

The American Express Company runs over this road; contract is per hundred pounds, with charge for messenger.

The New York Central Sleeping Car Company runs over this road, on mileage; no additional charge by the Railroad Company; the Sleeping Car Company makes its own rates and collects its own fares.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHARLES PARSONS, JR.....	President.....	96 Broadway, N. Y. city.
H. M. BRITTON.....	Vice-Prest. and Receiver....	Oswego, N. Y.
J. A. LAWYER.....	Secretary and Manager	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHARLES PARSONS.....	New York city.
CLARENCE S. DAY.....	New York city.
CHARLES PARSONS, JR.....	New York city.
JOSEPH A. LAWYER.....	New York city.
M. B. SLOAT.....	New York city.
EDWIN PARSONS.....	New York city.
J. C. MAKEN.....	New York city.
W. B. HULL.....	New York city.
S. A. LATHROP.....	New York city.
C. G. BURNHAM.....	New York city.
WALTON FERGUSON.....	Stamford, Conn.
H. M. BRITTON.....	Oswego, N. Y.
GEORGE E. MERCHANT.....	Rochester, N. Y.

Title of company, Rochester and Ontario Belt Railway Company.

General offices at 96 Broadway, New York city, and Oswego, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address Charles Parsons, Jr., President.

ROCHESTER AND PITTSBURGH

See Buffalo, Rochester and Pittsburgh.

ROME AND CLINTON.

LESSOR.

LESSEE — DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, June 8, 1862.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	8,700	\$870,000	.....
Issued for actual cash and construction and now outstanding.....	8,458.6	845,860	\$845,860
Number of stockholders....			111

COST OF ROAD.

	Total cost up to Sept 30, 1886.
Grading, masonry and ballast, bridges, superstructure (including ties) and rails.....	\$286,800 00
Land, land damages and fences	60,000 00
Passenger and freight stations	6,200 00
Engine and car houses	7,000 00
Total cost of road	\$360,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental.....	\$25,000 00
Organization expenses.....	500 00
Gross income from all sources.....	\$25,500 00
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock.....	\$589 89
Sundry expenses, salaries, etc	1,012 80
Paid on unfunded debt	99 08
	1,701 77
Net income from all sources	\$28,798 28

<i>Payments from net income, as follows, vis.:</i>		
Dividends declared, January, $8\frac{1}{2}\%$ per cent on \$345,300 stock.....	\$12,085 50	
Dividends declared, July, $8\frac{1}{2}\%$ per cent on \$345,300 stock.....	12,085 50	
		<u>\$24,171 00</u>
Deficit for year ending September 30, 1886.....		<u>\$373 77</u>

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$373 77
Surplus up to September 30, 1885.....	15,145 47
	<u>\$14,772 70</u>
Paid on unfunded debt	99 08
Total surplus September 30, 1886	<u>\$14,871 73</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$360,000 00
<i>Current assets, as follows, vis.:</i>	
Cash on hand	337 90
	<u>\$360,337 90</u>
LIABILITIES.	
Capital stock.....	\$345,360 00
Open accounts.....	95 43
Profit and loss (surplus).....	14,871 73
	<u>\$360,337 90</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. S. BARTLETT	President.....	Clinton, N. Y.
B. J. BEACH.....	Vice-President.....	Rome, N. Y.
A. W. MILLS	Secretary and Treasurer.....	Clinton, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
B. J. BEACH	Rome, N. Y.
ALFRED ETHEIDGE	Rome, N. Y.
G. V. SELDEN.....	Rome, N. Y.
W. H. TULLER	Rome, N. Y.
HENRY JOHNSON.....	Rome, N. Y.
WM. S. BARTLETT	Clinton, N. Y.
ANDREW W. MILLS	Clinton, N. Y.
JAMES I. SCOLLARD.....	Clinton, N. Y.
CORRY D. HAYES.....	Clinton, N. Y.
E. S. WILLIAMS.....	Clinton, N. Y.
FRANK A. ELLIOTT	Clinton, N. Y.
GEO. B. PHELPS.....	Watertown, N. Y.
I. R. MILLER.....	New Hartford, N. Y.

Title of company, The Rome and Clinton Railroad Company.

General offices at Clinton, Oneida county, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in June.

For information concerning this report, address A. W. Mills, Secretary and Treasurer.

ROME, WATERTOWN AND OGDENSBURG.

(Date of charter, April 11, 1860.)

For history of organization, see Report of 1885.

The Utica and Black River Railroad, chartered January 28, 1836; the Norwood and Montreal Railroad, chartered March 1, 1834; and Syracuse, Phoenix and Oswego Railway, chartered February 16, 1838, and consolidated with the Fulton and Oswego Railroad, are leased to this company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	100,000	\$10,000,000	
Issued for actual cash	31,478	\$3,147,600	\$2,610,280 88
Issued for Lake Ontario Railroad.....	21,463	2,146,300	.....
Issued for Oswego Railroad Bridge..	962	96,200	.....
Total now outstanding.....	53,901	\$5,390,100	\$2,610,280 88

Number of stockholders..... 498

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.*			
† Watertown and Rome Ex.	July 12, 1855	..	p.c. 6	Sept. 1, 1910	\$422,500	\$417,800	\$428,347 50
‡ R., W. & O. first mortgage	Sept. 2, 1861	30	7	Dec. 1, 1891	1,209,000	1,021,500	721,844 23
R., W. & O. second mortgage..	Mar. 25, 1872	20	7	Jan. 1, 1892	1,000,000	1,000,000	947,255 00
§ R., W. & O. consolidated mort.	July 1, 1874	48	5	July 1, 1922	7,080,000	7,065,000	4,214,326 63
¶ Syracuse Northern first mortgage.....	July 1, 1871	30	7	July 1, 1901	500,000	500,000	
†† R., W. & O. income	Apr. 1, 1882	50	7	July 1, 1932	2,250,000	2,094,200	
Oswego Railroad Bridge, first mortgage.....	Jan. 31, 1885	30	6	Feb. 1, 1915	100,000	100,000	100,000 00
Total .....	.....	..	..	.....	\$12,532,500	\$12,188,500	\$6,411,773 89

* Should state months when interest is payable. — R. R. Commissioners.

† Extended 30 years from September 1, 1860.

‡ Three hundred and five thousand five hundred dollars issued on account of Ogdensburg Branch.

§ Extended at five per cent interest; \$712,000 have been lodged with the Central Trust Company of New York, to retire income bonds of this company and income bonds to the amount of \$1,724,345 have been deposited with the said Trust Company under plan for retiring them; bonds of this issue, to the amount of \$818,000, are in the treasury of this company.

¶ Assumed on consolidation with this company.

†† Issued for past due interest and assessment upon stock at time of reorganization.

COST OF ROAD AND EQUIPMENT.

Road.	Additions and betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$280 00	\$6, 204, 557 22
Bridges	9, 754 00	637, 604 59
Superstructure (including ties)	126, 182 20	4, 275, 436 66
Land damages	5, 207 82	1, 210, 459 32
Passenger and freight stations		347, 728 49
Engine and car houses		238, 242 64
Engineering expenses	231 92	238, 257 26
Wharfing	750 00	750 00
Total cost of road	\$142, 855 44	\$18, 148, 086 18
EQUIPMENT.		
Locomotives		\$731, 204 06
Passenger cars		540, 848 73
Freight and other cars		964, 673 53
Total cost of equipment		\$2, 236, 726 32
Grand total cost of road and equipment		\$15, 884, 762 50

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry:</i>		
Ballast account, Ogdensburg slip		\$280 00
<i>Bridges:</i>		
Iron bridge over Black river at Watertown	\$6, 254 00	
Ogdensburg slip	8, 500 00	
		9, 754 00
<i>Superstructure:</i>		
Cost of new steel rails, less amount received for old iron ones		125, 182 20
Ogdensburg slip		1, 000 00
<i>Land and land damages:</i>		
Land purchased		5, 207 82
<i>Engineering:</i>		
Ogdensburg slip		231 92
<i>Wharfing:</i>		
Ogdensburg slip		750 00
Total		\$142, 855 44

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$2, 348, 244 96
Less operating expenses (excluding all taxes)	1, 386, 669 04
Net earnings from operation	\$1, 011, 675 94
<i>Income from other sources, as follows, viz.:</i>	
Rents	\$6, 796 22
Interest bonds owned	5, 942 50
Dividend Niagara Falls Branch Railroad Company	17, 010 00
	29, 748 72
Gross income from all sources	\$1, 041, 424 66
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded and floating debt due and accrued	\$526, 859 77
Rentals	166, 619 79
Taxes on earnings and capital stock	100, 181 74
	793, 661 30
Surplus for year ending September 30, 1886	\$247, 763 36

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$247,768 86
Surplus up to September 30, 1885.....	55,994 10
Total surplus September 30, 1886	<u>\$303,757 46</u>

DETAILED STATEMENT OF RENTALS.

Oswego and Rome Railroad, 8 per cent on its capital stock of \$300,000	\$24,000 00
[Seven per cent on \$325,000 of its first mortgage bonds, included in interest account.]	
Niagara Falls Branch Railroad, 7 per cent on its capital stock, \$250,000....	17,500 00
Utica and Black River Railroad, 7 per cent on its capital stock, \$2,223,000..	77,805 00
Interest on its funded debt	33,410 00
Expenses of organization.....	2,250 00
Thirty-seven and one-half per cent of the earnings of the Carthage, Watertown and Sackett's Harbor Railroad.....	11,654 79
Total amount of rentals deducted from income.....	<u>\$166,619 79</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$357,719 87		
Freight, local	1,095,708 08		
	.....	\$1,453,422 45	\$1,453,422 45
Passengers, through.....	\$46,593 89		
Passengers, local.....	727,534 17		
	\$774,127 56		774,127 56
Mail	62,431 00		62,431 00
Express.....	54,586 17		54,586 17
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	\$1,821 71		
Miscellaneous.....	1,956 09		
	1,988 01	1,839 79	3,777 80
Total gross earnings.....	\$839,062 74	\$1,455,262 24	\$2,348,244 98

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$181,472 38	\$124,809 02	\$256,281 35
Repairs of roadbed	19,220 93	18,246 77	37,467 70
Repairs of bridges (including culverts and cattle-guards).....	14,621 20	13,880 17	28,501 37
Repairs of stations, shops, docks, etc.....	22,286 69	21,157 15	43,443 84
Repairs of fences.....	6,937 88	6,586 26	13,524 14
Other expenses for maintenance of way and structures.....	5,227 35	4,962 43	10,189 78
Total	\$199,766 88	\$189,641 80	\$389,408 18

Maintenance of equipment:

Repairs of locomotives.....	\$43,543 55	\$41,386 66	\$84,880 21
Repairs of cars.....	61,834 58	58,700 87	120,535 25
Repairs of machinery and tools.....	3,077 28	2,921 81	5,998 59
Other expenses for maintenance of equipment	4,751 96	4,511 12	9,263 08
Total	\$118,207 87	\$107,469 76	\$220,677 18

REPORT OF THE RAILROAD COMMISSIONERS.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).
OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Conducting transportation :</i>			
Wages of conductors and men	\$56,660 46	\$53,788 78	\$110,449 24
Wages of engineers and firemen	63,076 01	59,879 17	122,955 18
Fuel for locomotives	79,306 22	75,286 60	154,593 02
Oil and waste	7,179 61	6,816 02	13,995 56
Water supply	1,628 83	1,546 28	3,175 11
Other train supplies or expenses	1,399 89	1,328 95	2,728 84
Wages of station agents and clerks	35,936 41	34,115 08	70,051 49
Wages for labor at stations	17,320 42	16,453 07	33,773 49
Station supplies	1,874 28	1,779 28	3,653 56
Wages of watchmen, flagmen and switchmen,	3,538 62	3,354 52	6,893 14
United States mail			1,323 17
Other expenses for conducting transportation	4,931 89	4,681 93	9,613 82
Total	\$272,857 94	\$259,028 88	\$531,886 82
<i>General expenses :</i>			
Salaries of general officers and clerks	\$39,165 16	\$37,180 19	\$76,345 35
General office expenses and supplies	2,244 68	2,130 92	4,375 60
Stationery and printing	6,639 56	6,303 05	12,942 61
Outside agencies and advertising	9,323 30	8,860 28	18,183 58
Legal expenses	8,872 80	8,423 11	17,295 91
Loss and damage of freight and baggage	1,260 12	1,196 26	2,456 38
Damage to cattle and property	1,140 56	1,082 75	2,223 31
Injuries to persons	4,581 43	4,249 23	8,830 66
Telegraph maintenance and operation	9,731 85	9,238 61	18,970 46
Mileage of cars of other companies (debit balance)	13,042 67	12,881 64	25,924 31
Insurance	\$5,101 87		
Other general expenses	2,437 87		
	3,867 87	3,671 87	7,539 74
Total	\$99,879 50	\$94,817 41	\$194,696 91
Grand total operating expenses	\$685,711 19	\$650,957 85	\$1,336,669 04

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road and equipment		\$15,384,762 50
<i>Other permanent investments, as follows, viz.:</i>		
Stock and bonds of other companies	\$198,545 00	
Equipment account	76,856 00	
Oswego real estate	57,974 47	
Lewiston and Queentown bridge	10,330 05	
New telegraph line	13,512 02	
Railroad Equipment Co.	161,299 31	
Discount and exchange	81,763 04	
Wood land	1,000 00	
		591,279 79
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$257,597 14	
Bills receivable	1,000 00	
Due by agents	87,459 34	
Open accounts	36,803 58	
Materials and supplies	143,414 01	
Sinking fund	178,500 00	
Sundries	42,803 68	
		747,577 75
* Rome, Watertown and Ogdensburg consolidated bonds		1,535,000 00
Niagara Falls Branch Railroad		235,716 74
		\$18,484,336 78

* Seven hundred and twelve thousand dollars lodged with Central Trust Company of New York, to retire income bonds of this company; \$1,724,345 income bonds have been deposited with said Trust Company under plan for retiring them; \$813,000 in treasury.

LIABILITIES.

Capital stock	\$5,890,100 00
Funded debt	12,867,090 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	6,000 00
Audited vouchers and pay rolls	280,329 84
Open accounts.....	96,059 48
Lease warrants for equipment purchased.....	8,000 00
Bonds and mortgages assumed.....	83,000 00
Profit and loss (surplus)	303,757 46
	\$18,484,836 78

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	20,249	1,019,765	1,040,014
Number of passengers carried one mile	24,920,009	24,088,136	26,580,145
Number of tons of freight carried....	464,185	664,679	1,123,864
Number of tons of freight carried one mile	48,944,599	56,826,830	105,270,929
Passenger train mileage.....	696,019	459,184	1,155,203
Freight train mileage	626,487	469,272	1,095,759
All other train mileage.....			68,494
Total train mileage.....	1,322,506	928,456	2,819,450

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$898,082 74	\$685,711 19	\$207,371 55
Average per passenger carried.....	858	659	199
Average per passenger per mile.....	0835	0257	0078
Average per passenger train per mile.	77	591	179
Freight earnings and expenses (including miscellaneous earnings)....	1,455,262 24	650,957 85	804,304 39
Average per ton of freight carried....	1 289	576	713
Average per ton of freight per mile....	0138	00618	00762
Average per freight train per mile....	1 824	592	732

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class.....	Cents. 1.9	Cents. 8	Cents. 2.9
Average rate received per mile for carrying passengers, second-class.....	1		1
Average rate received per mile for carrying passengers, all classes	1 9	8	2.9
Average rate received per mile per ton for carrying freight, all classes.....	0.75	2.05	1.4

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	MILES LEASED OR OPERATED.		Total miles, all in N. Y. State.
		Entire length in N. Y. State leased.	Entire length in N. Y. State operated.	
Main line, Niagara Falls to Massena Springs, single track	250.69	48.34	1.81	300.84
Richland to Rome, single track	41.07	.....	.....	41.07
Utica to Ogdensburg, single track .....	.....	183.94	.....	183.94
Branches or other roads, single track	84.20	68.54	13.10	165.84
Total single track	375.96	250.82	14.91	641.69
Sidings and turnouts on main line	64.91	32.16	.....	97.07
Sidings and turnouts on branches or other roads	11.98	7.83	0.35	19.61
Total sidings and turnouts	76.84	39.49	0.35	116.68
Grand total of tracks, sidings and turnouts	452.80	290.31	15.26	758.37
Laid with steel rail, main line	218.97	171.61	1.81	392.39
Laid with steel rail, branches or other roads	58.31	33.50	13.10	104.91
Laid with iron rail, main line	72.79	10.67	.....	83.46
Laid with iron rail, branches or other roads	25.89	35.04	.....	60.93

Average life of rails, iron 8 years; average life of ties 8 years; weight of rails per yard, steel, maximum, 60 lbs., minimum, 56 lbs., iron, maximum, 60 lbs., minimum, 56 lbs.; gauge of track 4 feet 8½ inches; ballasted with stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or	ed.	Miles laid with steel rail.	Miles laid with iron rail.
Niagara Falls Branch	Suspension Bdg	Lewiston Junc.	8.74	Leased.	.....	8.74	.....
Rome, Watertown & Ogdensburg	Lewiston	Lewiston Junc.	3.60	Owned.	.....	.....	3.60
Rochester & Ontario Belt	Windsor Beach	Rochester	5.97	Leased.	.....	.63	5.33
R., W. & O. Terminal	Ave. E., Roch'r	North St. Paul st., Rochester	.90	Operated.	.....	.90	.....
Syracuse, Phoenix & Oswego	Fulton	Woodward J'n.	17.11	Leased.	.....	15.49	1.62
N. Y., Ont. & Western	East Oswego	Fulton	12.20	Operated.	.....	12.20	.....
Rome, Watertown & Ogdensburg	Syracuse	Pulaski	37.40	Owned.	.....	37.40	.....
Oswego & Rome	East Oswego	Richland	23.49	Leased.	.....	23.49	.....
Rome, Watertown & Ogdensburg	Watertown J'n.	Cape Vincent ..	24.20	Owned.	.....	18.35	5.85
Rome, Watertown & Ogdensburg	DeKalb Junc.	Ogdensburg	19.00	Owned.	.....	2.56	16.44
Utica & Black River	Theresa Junc.	Clayton	15.87	Leased.	.....	.....	15.87
Norwood & Montreal	Norwood	Massena Sp'ngs	12.94	Leased.	.....	12.94	.....
Carthage, Watertown & Sackett's Harbor	Carthage	Sackett's Harbor	29.59	Leased.	.....	17.39	12.20

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	59	8,975.5
Wooden bridges.....	72	9,686.5
Wooden trestles.....	17	3,873
Total.....	148	17,485

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Locomotives, 6 drivers.....	5	9	14	\$7,878 57	157,230	15	6	.....
Locomotives, 4 drivers.....	75	...	75	9,187 47	142,000	15	31	.....
Total.....	80	9	89	.....	.....	...	37	.....
First-class passenger cars....	53	...	53	.....	57,190	25	53	53
Second-class passenger cars..	19	8	27	.....	39,300	25	27	19
Baggage, mail and express cars.....	47	...	47	.....	39,450	25	47	47
Total.....	119	8	127	.....	.....	....	127	119
Box freight cars.....	998	400	1,398	\$595	22,400	12	.....	.....
Stock freight cars.....	5	....	5	500	19,500	12	.....	.....
Coal freight cars.....	132	100	232	490	19,700	12	.....	.....
Flat freight cars.....	661	...	661	516	15,700	12	.....	.....
Caboose, 4-wheel cars.....	11	...	11	370	950	20	.....	.....
Caboose, 8-wheel cars.....	28	...	28	750	21,000	20	.....	.....
Total.....	1,835	500	2,335	.....	.....	....	.....	....

Passenger cars are equipped with Westinghouse automatic air brake and Miller hook and bumper.

Ninety per cent of the road is equipped with Cook's patent switch and a few split switches.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	624.4
Total assessed value of real estate and personal property of company.....	\$4,550,828 40
Length of steel rails laid during year in repairs, miles.....	45.77
Length of iron rails laid during year in repairs, miles.....	15.45
Railroads crossing road at grade.....	14
Railroad crossing road over or under grade.....	1
Highway crossings at grade without protection.....	666
Highway crossings at grade protected by gates or flagmen.....	23
Highway crossings over or under grade.....	52
Overhead obstructions less than 20 feet above track.....	43

Passenger cars heated by Baker heaters and stoves, lighted by Williams, Page & Co.'s two-light center lamps using mineral sperm oil, and ventilated by windows in Monitor deck and screen under roof of platform.

The American Express Company runs over this line. Freight carried by the hundred, pounds with a charge for messenger.

Parlor and sleeping cars owned by this company run over this line, an additional charge of six mills per mile is made. Wagner parlor and sleeping, and Pullman's sleeping cars also run over line on mileage, they making their own rates and collecting the additional charge. Amount paid to New York Central Sleeping Car Company, during year, \$5,295.87; to Pullman's Palace Car Company, \$327.06.

Red, White, Blue, Canada Southern, Midland, Nickel Plate and Rome, Watertown and Ogdensburg fast freight lines, and Merchants' Despatch Transportation Company run over this road. Freight is taken on pro rata. They run their own cars, this company paying mileage. No preference is given as to speed or delivery.

No contract with United States Government for transportation of mails. Service recognized and performed over entire road, except between Rochester and Windsor Beach, Oswego, Woodward, *via* Phoenix, and Norwood and Massena Springs.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	62,706	6
Grain.....	124,079	11
Meats and provisions.....	71,841	7
Live stock.....	17,069	3
Lumber.....	209,680	18
Pig and bar iron and steel.....	29,480	3
Iron or other ores.....	88,584	8
Coal and coke.....	180,747	16
Petroleum and other oils.....	15,189	1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	37,098	3
All other manufactures.....	55,860	5
All other merchandise.....	10,581	1
All other agricultural products.....	131,173	12
All other articles not included above.....	94,212	8
Total.....	1,128,864	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	5	2	7
Others.....	2	12	14
Total.....	8	14	22

EMPLOYEES.

Average number of persons employed (including officials) during year..... 1,774
 Aggregate amount of salaries and wages paid them, during year..... \$845,580 04

Average obtained by including employees and salaries and wages on Utica and Black River Railroad for last six months of fiscal year.

OFFICERS OF THE COMPANY.

<i>Names.</i>		<i>Official Address.</i>
CHARLES PARSONS.....	President.....	5 Pine street, N. Y. city.
CLARENCE S. DAY.....	Vice-President.....	45 Wall street, N. Y. city.
CHARLES PARSONS, JR.....	Second Vice-President.....	5 Pine street, N. Y. city.
JOSEPH A. LAWYER.....	Secretary and Treasurer.....	5 Pine street, N. Y. city.
ROBINSON E. SMILEY.....	Assistant Secretary.....	Watertown, N. Y.
HIRAM M. BRITTON.....	General Manager.....	Oswego, N. Y.
J. FRED. MAYNARD.....	General Traffic Manager.....	Utica, N. Y.
E. A. VAN HORN.....	General Superintendent.....	Utica, N. Y.
E. M. MOORE.....	General Freight Agent.....	Oswego, N. Y.
THEODORE BUTTERFIELD.....	General Passenger Agent.....	Oswego, N. Y.
C. L. MARTIN.....	Auditor.....	Oswego, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHARLES PARSONS	New York city.
CLARENCE S. DAY.....	New York city.
CHARLES PARSONS, JR.....	New York city.
JOHN S. FARLOW.....	Boston, Mass.
WILLIAM LUMMIS.....	New York city.
EDWIN PARSONS.....	New York city.
GEORGE PARSONS.....	New York city.
WILLIAM M. WHITE.....	Utica, N. Y.
WALTON FERGUSON.....	New York city.
HENRY DAY.....	New York city.
LUCIUS LYON.....	New York city.
JOHN THORN.....	Utica, N. Y.
J. Q. A. JOHNSON.....	New York city.

Title of company, Rome, Watertown and Ogdensburg Railroad Company.

General offices at 5 Pine street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 28.

For information concerning this report, address J. A. Lawyer, Treasurer.

ROME, WATERTOWN AND OGDENSBURG TERMINAL.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

(Date of charter, June 22, 1886.)

The route of this road is from a point near the southerly terminus of the Rochester and Ontario Belt Railway in the city of Rochester, to North St. Paul street in said city, and runs thence to a connection with the New York Central and Hudson River Railroad. In process of construction, and operated by the Rome, Watertown and Ogdensburg Railroad Company.

All operations included in report of Rome, Watertown and Ogdensburg Railroad Co.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	500	\$50,000	.....
Issued for actual cash and now outstanding.	27	2,700	\$2,700

Number of stockholders 14

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$3,981 94
Current assets, as follows, viz.:	
Cash on hand	2,608 80
	\$6,590 74

LIABILITIES.	
Capital stock	\$2,700 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	3,890 74
	<u>\$6,590 74</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHARLES PARSONS, JR	President.....	96 B'way, New York city.
CHARLES PARSONS.....	Vice-President	96 B'way, New York city.
J. A. LAWYER.....	Secretary and Treasurer..	96 B'way, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHARLES PARSONS.....	New York city.
CHARLES PARSONS, JR.....	New York city.
J. A. LAWYER.....	New York city.
M. B. SLOAT.....	New York city.
S. A. LATHROP	New York city.
EDWIN PARSONS.....	New York city.
J. C. MABEN.....	New York city.
GEORGE PARSONS	New York city.
WILLIAM B. HULL	New York city.
CHARLES G. BURNHAM	New York city.
CLARENCE S. DAY.....	New York city.
FRANK B. WILSON.....	New York city.
WILLIAM F. GORMAN.....	New York city.

Title of company, Rome, Watertown and Ogdensburg Terminal Railroad Company.

General offices at 96 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 28.

For information concerning this report, address J. A. Lawyer, Treasurer.

SARATOGA LAKE.

LESSOR.

See Troy, Saratoga and Northern.

SARATOGA, MOUNT MCGREGOR AND LAKE GEORGE.

(Date of charter, February 27, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	6,000	\$600,000	.....
Issued for actual cash and now outstanding.	3,800	380,000	\$380,000

Number of stockholders..... 50

FUNDED DEBT.

DESIGNATION OF LENS.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash realized on amount outstand- ing.
			Rate.	When payable.*			
10-20 coupon bonds	Nov. 1, 1882	10 & 20	p.c. 6	1902 1914	\$375,000	\$153,000	\$153,000 00
Incomebonds....	June 1, 1884	..	..	..	165,000	165,000	84,700 08
Total.....	.....	..	..	.....	\$440,000	\$318,000	\$237,700 08

COST OF ROAD.

Additions or betterments during year ending September 30, 1886:

Trestles.....	\$400 65
Land.....	803 56
Fences.....	25 18
Passenger and freight stations.....	143 54
Engineering expenses.....	50 00
Interest and discount charged to construction.....	32,243 05
Hotel and mountain improvements.....	6,841 66
Total.....	\$40,507 59
Cost of road, equipment, hotel, etc., as per last report.....	791,504 80
Total cost of road, hotel and equipment.....	\$832,011 89

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$13,627 05
Less operating expenses (excluding all taxes).....	6,082 19
Net earnings from operation.....	\$7,544 86
<i>Income from other sources, as follows, viz.:</i>	
Accrued interest on bonds sold.....	500 00
Gross income from all sources.....	\$8,044 86

* Should state months when interest is payable. — R. R. Commissioners.

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued	\$9,180 00	
Rentals	670 00	
Taxes on property used in operation of road	461 68	
Taxes on earnings and capital stock	86 76	
Taxes other than above	58 91	
		<u>\$10,457 35</u>

Deficit for year ending September 30, 1886	<u>\$2,412 49</u>
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GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$2,412 49
Deficit up to September 30, 1885	14,144 63
Total deficit September 30, 1886	<u>\$16,557 12</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		Total all local.
Passengers		\$13,518 68
Mail		25 00
Express		26 87
Privileges		57 00
Total gross earnings		<u>\$13,627 05</u>

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed	}	\$1,267 23
Repairs of bridges (including culverts and cattle-guards)		
Repairs of stations, shops, docks, etc		
Repairs of fences		

Maintenance of equipment:

Repairs of locomotives	\$100 16
Repairs of cars	78 63
Repairs of machinery and tools	7 45
Other expenses for maintenance of equipment	4 02
Total	<u>\$190 26</u>

Conducting transportation:

Wages of conductors and men	\$530 66
Wages of engineers and firemen	741 57
Fuel for locomotives	655 09
Oil and waste	47 81
Wages of station agents and clerks	434 41
Wages of watchmen, flagmen and switchmen	90 00
Other expenses for conducting transportation	1,100 00
Total	<u>\$3,599 47</u>

General expenses:

Salaries of general officers and clerks	\$300 00
General office expenses and supplies	227 89
Stationery and printing	101 70
Outside agencies and advertising	337 25
Legal expenses	11 50
Other general expenses	57 89
Total	<u>\$1,035 23</u>

Grand total operating expenses	<u>\$6,082 98</u>
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SARATOGA, MOUNT MCGREGOR AND LAKE GEORGE. 559

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....		\$382,011 89
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$928 82	
Open accounts.....	3,268 12	
Materials and supplies.....	350 00	
		4,589 44
Profit and loss (deficiency)		16,557 12
		<u>\$853,108 45</u>

LIABILITIES.

Capital stock.....	\$380,000 00
Funded debt.....	318,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	5,108 45
Loans and bills payable.....	150,000 00
	<u>\$853,108 45</u>

TRAFFIC AND MILEAGE STATISTICS.

	All local.
Number of passengers carried	29,608
Number of passengers carried one mile.....	296,208
Passenger train mileage.....	<u>11,466</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$13,627 05	\$6,082 19	\$7,544 86
Average per passenger carried . . .	46	25	21
Average per passenger per mile.....	*04	†02	\$02
Average per passenger train per mile..	1 19	58	86

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Saratoga to Mt. McGregor and Lake George, single track...	10.50
Single track on branches or other roads.....	.47
Total single track.....	<u>10.97</u>
Sidings and turnouts on main line .....	.47
Grand total of tracks, sidings and turnouts.....	<u>10.97</u>
Laid with iron rail, main line.....	10.50
Laid with iron rail, branches or other roads.....	.47

Weight of rails per yard, iron, 35 lbs.; gauge of track, 3 feet; ballasted with sand.

* Should be 04.6. † Should be 02.05. § Should be 02.55. — R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Wooden trestles	12	60 to 115 spans each

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	2	\$8,000	38,000	2
First-class passenger cars	7	\$8,500	.....	7
Baggage, mail and express car	1	1,000	.....	1
Total	8	.....	.....	8
Flat freight cars	4	.....	.....	.....

Eames' vacuum brake, common coupler and link drawheads are used on cars.
The Lorenz spring switch is used on this road.

MISCELLANEOUS STATISTICS.

Item.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	19
Total assessed value of real estate and personal property of company	\$29,575
Highway crossings at grade protected by gates or flagmen	2

Passenger cars used for summer travel only, lighted by kerosene, ordinary ventilation.

EMPLOYEES.

Average number of persons employed (including officials) during year	15
Aggregate amount of salaries and wages paid them, during year	\$3,889 47

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN KELLOGG	President	Amsterdam, N. Y.
W. J. ARKELL	Vice-President	Canajoharie, N. Y.
A. G. RICHMOND	Treasurer	Canajoharie, N. Y.
DOUW H. FONDA	General Manager	Albany, N. Y.
FRANK JONES	Secretary	Ballston Spa, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN KELLOGG	Amsterdam, N. Y.
GEORGE WEST	Ballston Spa, N. Y.
JOSEPH W. DREXEL	New York city, N. Y.
JAMES ARKELL	Canajoharie, N. Y.
DOUW H. FONDA	Albany, N. Y.

SARATOGA, MOUNT MCGREGOR AND LAKE GEORGE. 561

<i>Name.</i>	<i>Residence.</i>
W. J. ARKELL.....	Canajoharie, N. Y.
A. G. RICHMOND.....	Canajoharie, N. Y.
ADAM SMITH.....	Canajoharie, N. Y.
EDWARD S. SMITH.....	Canajoharie, N. Y.
J. D. WENDELL.....	Fort Plain, N. Y.
TITUS SHEARD.....	Little Falls, N. Y.
JOHN WARNER.....	Amsterdam, N. Y.
A. A. DEFORREST.....	Amsterdam, N. Y.
HOMER N. LOCKWOOD.....	New York city, N. Y.

Title of company, The Saratoga, Mt. McGregor and Lake George Railroad Company.
 General offices at Canajoharie, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Wednesday in January.
 For information concerning this report, address Frank Jones, Secretary.

SARATOGA AND SCHENECTADY.

LESSOR.

LESSEE — RENSSELAER AND SARATOGA.

(Date of charter, February, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and construction and now outstanding.....	4,500	\$450,000	\$450,000

Number of stockholders 74

COST OF ROAD.

Total cost of road..... \$450,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

From Delaware and Hudson Canal Company for rent..... \$31,750 00
Payments from income, as follows, viz.:
 Dividends declared, 7 per cent on \$450,000 stock..... \$31,500 00
 Salaries 200 00
 Other expenses 148 00
 81,848 00

Deficit for year ending September 30, 1886..... \$98 00

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown..... \$98 00
 Surplus up to September 30, 1885 \$26,247 61
 Total surplus September 30, 1886 \$26,149 61

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$450,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	26,149 61
	<u>\$476,149 61</u>
LIABILITIES.	
Capital stock	\$450,000 00
Profit and loss (surplus).....	26,149 61
	<u>\$476,149 61</u>

OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE H. CRAMER	President.....	17 First street, Troy, N. Y.
JOHN H. NEHER.....	Sec'y and Treasurer .	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
GEORGE H. CRAMER	Troy, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
E. THOMPSON GALE	Troy, N. Y.
CHARLES B. RUSSELL	Troy, N. Y.
THOMAS W. LOCKWOOD.....	Troy, N. Y.
CHARLES N. LOCKWOOD.....	Troy, N. Y.
LEGRAND C. CRAMER	Lake George, N. Y.
STEPHEN E. WARREN.....	Troy, N. Y.
JAMES M. MARVIN.....	Saratoga Springs, N. Y.

Title of company, Saratoga and Schenectady Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address George H. Cramer, President.

SCHENECTADY AND DUANESBURGH.

LESSOR.

LESSEE — ALBANY AND SUSQUEHANNA.

(Date of charter, July 10, 1873.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	3,000	\$300,000
Total now outstanding.....	1,005	100,500

Number of stockholders.....

SCHENECTADY AND DUANESBURGH.

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FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.
			Rate.	When payable.		
First mortgage bonds	Sept. 1, 1874	50	P.c. 6	Mar. & Sept.	\$500,000	\$500,000

COST OF ROAD.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$2,241 85	\$32,887 69
Bridges.....	109 27	18,957 67
Superstructure (including ties) and rails.....		18,817 19
Land and land damages.....		2,261 81
Passenger and freight stations.....	1,252 42	2,199 75
Engineering expenses.....		826 00
Purchase of constructed road.....		600,500 00
Total cost of road.....	\$3,603 54	\$670,449 61

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
Masonry in bridges.....	\$1,431 48	
Filling in right-of-way at Schenectady.....	810 37	
		\$2,241 85
<i>Bridges :</i>		
Excess of cost of new iron bridges over the renewal with timber		109 27
<i>Passenger and freight stations :</i>		
Company's proportion of the cost of the foot bridge over the tracks at Sche- nectady.....		1,252 42
Total		\$3,603 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$670,449 61
LIABILITIES.	
Capital stock	\$100,500 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz. :</i>	
Open accounts.....	69,949 61
	\$670,449 61

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
COR F. YOUNG.....	President	Honesdale, Pa.
JAMES C. HARTT	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
COR F. YOUNG.....	Honesdale, Pa.
ROBT. OLYPHANT	New York city.
JAMES C. HARTT	New York city.
RODMAN G. MOULTON	Brooklyn, N. Y.

Title of company, Schenectady and Duanesburgh Railroad Company.

General offices at New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address James C. Hartt, Treasurer.

SCHENECTADY AND MECHANICVILLE.

OWNED BY DELAWARE AND HUDSON CANAL COMPANY.

(Date of charter, May 9, 1867.)

The Schenectady and Mechanicville railroad was built by the Delaware and Hudson Canal Company under an act of the Legislature passed May 9, 1867, and was opened in January, 1882.

Its earnings, expenses and operations are included in the lessee's report of the Albany and Susquehanna Railroad.

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading, masonry and ballast.....	.....	\$83,863 51
Bridges.....	.....	9,345 10
Superstructure (including ties) and rails .....	.....	86,931 43
Land	\$800 00	800 00
Land damages .....	.....	14,434 43
Passenger and freight stations.....	476 05	9,661 07
Engineering expenses.....	.....	4,704 70
Telegraph line .....	.....	753 46
Total cost of road	\$1,276 05	\$212,992 70

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Land :</i>	
Land for gravel pit in town of Jonesville	\$800 00
<i>Passenger and freight stations :</i>	
New passenger station at Coon's	476 05
Total.....	\$1,276 05

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ROBT. M. OLYPHANT	President.....	New York city.
LE GRAND B. CANNON.....	Vice-President.....	New York city.
HORACE G. YOUNG	Assistant Pres. and Gen. Manager.	Albany, N. Y.
JAS. C. HARTT	Treasurer.....	New York city.
CHAS. A. WALKER.....	Assistant Treasurer	New York city.
F. M. OLYPHANT	Secretary.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ABIEL A. LOW	Brooklyn, N. Y.
JAMES M. HALSTED	New York city.
LE GRAND B. CANNON	New York city.
JAMES R. TAYLOR	Brooklyn, N. Y.
JOHN JACOB ASTOR	New York city.
JAMES ROOSEVELT	Hyde Park, N. Y.
ABRAHAM R. VAN NEST	New York city.
DAVID DOWS	New York city.
ROBT. M. OLYPHANT	New York city.
BENJAMIN H. BRISTOW	New York city.
JOHN A. STEWART	New York city.
FREDERIC BILLINGS	New York city.
R. SUTDAM GRANT	New York city.

Title of company, Schenectady and Mechanicville Railroad Company.

General office at New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hart, Treasurer.

SCHOHARIE VALLEY.

(Date of charter, April 1, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter issued for reorganization, and now outstanding	1,000	\$100,000 00
Number of stockholders		10

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.*			
Bond & mortgage.	1880	19	p.c 6	1899	\$40,000	\$40,000	\$40,000

* Should state months when interest is payable.—R. R. Commissioners.

COST OF ROAD AND EQUIPMENT.

Road.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$26,004 26
Bridges.....		6,361 20
Superstructure (including ties)	\$480 00	
Rails.....	1,000 00	26,341 25
Land, land damages and fences.....		11,700 00
Passenger and freight stations.....		4,469 50
Engine and car houses.....		1,600 00
Fuel and water stations.....		200 00
Engineering expenses.....		900 00
Telegraph line.....		200 00
Wharfing.....		1,480 00
Total cost of road.....	\$1,480 00	\$89,258 20
EQUIPMENT.		
Locomotive.....		\$10,840 00
Passenger car.....		2,000 00
Total cost of equipment.....		\$12,840 00
Grand total cost of road and equipment.....		\$102,098 20

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$12,303 66
Less operating expenses (excluding all taxes).....		7,820 20
Gross income from all sources.....		\$4,483 46
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$2,400 00	
Taxes on property used in operation of road.....	325 00	
Taxes on earnings and capital stock.....	45 00	
Taxes other than above.....	70 00	
		2,840 00
Surplus for year ending September 30, 1886.....		\$1,643 46

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$6,187 91	\$6,187 91
Passengers, local.....	\$5,538 75		5,538 75
Mail.....	250 12		250 12
Express.....	326 88		326 88
Telegraph.....	25 00	25 00	50 00
Total gross earnings.....	\$6,140 75	\$6,162 91	\$12,303 66

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>		
Repairs of track.....		\$900 00
Steel rails laid, 87 tons, cost \$1,000.....		1,000 00
Repairs of roadbed.....		450 00

SCHOHARIE VALLEY.

567

Repairs of bridges (including culverts and cattle-guards).....	\$300 00
Repairs of stations, shops, docks, etc.....	75 00
Repairs of fences.....	50 00
Other expenses for maintenance of way and structures.....	25 00

Total	\$2,800 00
-------------	------------

Maintenance of equipment :

Repairs of locomotives	\$400 00
Repairs of cars.....	150 00
Repairs of machinery and tools	25 00
Other expenses for maintenance of equipment.....	10 00

Total	\$585 00
-------------	----------

Conducting transportation :

Wages of conductors and men	\$1,000 00
Wages of engineers and firemen.....	*
Fuel for locomotives.....	900 00
Oil and waste.....	85 00
Water supply.....	50 00
Wages of station agents and clerks.....	450 00
Wages of watchmen, flagmen and switchmen.....	180 00

Total	\$2,665 00
-------------	------------

General expenses :

Salaries of general officers and clerks	\$1,000 00
General office expenses and supplies	60 00
Stationery and printing.....	42 12
Outside agencies and advertising.....	5 00
Legal expenses	25 00
Loss and damage of freight and baggage	22 00
Mileage of cars of other companies (debit balance).....	104 08
Other general expenses.....	12 00

Total	\$1,270 20
-------------	------------

Grand total operating expenses.....	\$7,820 20
-------------------------------------	------------

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$89,258 80
Cost of equipment.....	12,840 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	2,148 46
Profit and loss (deficiency).....	88,158 24
	\$142,400 00

LIABILITIES.

Capital stock	\$100,000 00
Funded debt	40,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	2,400 00
	\$142,400 00

TRAFFIC AND MILEAGE STATISTICS.

All local.

Number of passengers carried	22,155
Number of passengers carried one mile.....	110,775
Number of tons of freight carried.....	9,150
Number of tons of freight carried one mile	45,750

Passenger train mileage	10,000
-------------------------------	--------

* Furnished by Middleburgh and Schoharie Railroad Company.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$6,140 75	\$3,660 10	\$2,480 65
Average per passenger carried	27	16	11
Average per passenger per mile	05	03	02
Freight earnings and expenses (including miscellaneous earnings)	6,162 91	3,660 10	2,502 81
Average per ton of freight carried	67	40	27
Average per ton of freight per mile	13	08	05

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Schoharie to Schoharie Junction, single track	4.35
Sidings and turnouts on main line .....	.60
Grand total of tracks, sidings and turnouts	4.95
Laid with steel rail, main line	4
Laid with iron rail, main line .....	.83
Weight of rails per yard, steel, maximum, 65 lbs., minimum, 56 lbs.; iron, 50 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	3	74
Wooden bridge	1	110
Total	4	184

EQUIPMENT.	ENTIRE LINE ALL IN NEW YORK STATE.		
	Number owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotive, 4 drivers	1	\$10,840	60,000
First-class passenger car	1	\$2,000	.....

Freight cars are furnished by the Delaware and Hudson Canal Company.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	5.5
Total assessed value of real estate and personal property of company	\$26,400
Length of steel rails laid during year in repairs, miles .....	.5
Highway crossing over or under grade	1

Passenger cars heated by stoves and lighted with kerosene.
The National Express Company runs over this line and pays 12 cents per 100 pounds.
The United States Government pays \$250.12 per year for transportation of mails.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	250
Grain.....	875
Meats and provisions.....	100
Live stock.....	20
Lumber.....	815
Pig and bar iron and steel.....	25
Coal and coke.....	2,500
Petroleum and other oils.....	240
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	285
All other manufactures.....	900
All other merchandise.....	1,900
All other agricultural products.....	2,095
All other articles not included above.....	145
Total.....	9,150

NUMBER OF ACCIDENTS.

Employees, injured.....	1
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EMPLOYEES.

Average number of persons employed (including officials) during year.....	7
Aggregate amount of salaries and wages paid them during year.....	\$3,580

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
DAVID B. VROMAN.....	President.....	Schoharie, N. Y.
PETER C. VROMAN.....	Vice-President.....	Schoharie, N. Y.
WM. J. VROMAN.....	Secretary.....	Schoharie, N. Y.
C. P. VROMAN.....	Gen. Manager.....	Schoharie, N. Y.
M. J. VROMAN.....	Gen. Passenger Agent.....	Schoharie, N. Y.
C. P. VROMAN.....	Supt. and Treasurer.....	Schoharie, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
DAVID B. VROMAN.....	Schoharie, N. Y.
CHARLES VROMAN.....	Schoharie, N. Y.
LUCIAN VROMAN.....	Schoharie, N. Y.
C. P. VROMAN.....	Schoharie, N. Y.
P. C. VROMAN.....	Schoharie, N. Y.
WM. J. VROMAN.....	Schoharie, N. Y.
M. J. VROMAN.....	Schoharie, N. Y.

Title of company, Schoharie Valley Railway Company.

General offices at Schoharie, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, April 1.

For information concerning this report, address C. P. Vroman, Superintendent and Treasurer.

SILVER LAKE.

(Date of charter, July 11, 1870.)

REPORT FROM OCTOBER 1, 1885, TO MAY 31, 1886.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	5,000	\$500,000	.....
Issued for actual cash.....	1,200	120,000	\$120,000

Number of stockholders 70

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during portion of year ending May 31, 1886.	Total cost of road and equipment up to May 31, 1886.
Grading, masonry and ballast	\$3,762 30	\$37,047 57
Bridges.....	3,000 00	8,000 00
Superstructure (including ties), rails		64,221 41
Land, land damages and fences		8,437 66
Passenger and freight stations		1,091 89
Engine and car houses.....		1,068 68
Engineering expenses		4,621 01
Turn-tables.....		1,412 68
Total cost of road.....	\$6,762 30	\$120,895 87
EQUIPMENT.		
Locomotives.....	\$4,800 00	\$23,500 00
Passenger cars.....	3,500 00	7,000 00
Mail, baggage and express cars.....		2,255 00
Total cost of equipment.....	\$8,300 00	\$32,755 00
Grand total cost of road and equipment	\$15,062 30	\$153,650 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE EIGHT MONTHS.

Sidings and turn-table.....	\$3,762 30
Iron bridge	3,000 00
Locomotive.....	4,800 00
Passenger coach	3,500 00
Total	\$15,062 30

INCOME ACCOUNT FOR PORTION OF YEAR ENDING MAY 31, 1886.

Gross earnings from operation	\$10,833 65
Less operating expenses (excluding all taxes).....	11,394 76
Deficit from operation.....	\$561 91

SILVER LAKE.

571

<i>Income from other sources, as follows, viz.:</i>		
Old rails.....	\$3,995 06	
Rent.....	54 90	
		\$4,049 96
Gross income from all sources.....		\$3,488 05
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$72 30	
Taxes on property used in operation of road.....	450 25	
Taxes on earnings and capital stock.....	141 55	
		664 10
Surplus up to May 31, 1886.....		\$2,823 95

GENERAL INCOME ACCOUNT.

Surplus for portion of year ending May 31, 1886, as shown.....	\$2,823 95
Surplus up to September 30, 1885.....	17,648 21
	\$20,472 16
Less betterments	15,062 30
Total surplus May 31, 1886.....	\$5,409 86

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$6,802 04	\$6,802 04
Passengers.....	\$3,231 09		3,231 09
Mail.....	234 86		234 86
Express.....	565 86		565 86
Total gross earnings.....	\$4,030 81	\$6,802 04	\$10,832 85

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed.....			\$3,777 50
Repairs of stations, shops, docks, etc.....			649 58
Repairs of fences.....			207 89
Total.....			\$4,634 97
<i>Maintenance of equipment:</i>			
Repairs of cars.....			\$820 00
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$388 04	\$388 05	\$776 09
Wages of engineers and firemen.....	443 39	443 40	886 79
Fuel for locomotives.....	517 83	517 83	1,035 66
Oil and waste.....	28 59	28 58	57 17
Wages of station agents and clerks.....	363 87	363 88	727 75
Wages of watchmen, flagmen and switchmen.....	66 13	65 12	131 25
Total.....	\$1,807 85	\$1,806 86	\$3,614 71
<i>General expenses:</i>			
Salaries of general officers and clerks.....			\$300 00
Stationery and printing.....			61 29
Legal expenses.....			243 79
Mileage of cars of other companies (debit balance).....			820 00
Other general expenses.....			900 00
Total.....			\$2,325 08
Grand total operating expenses.....			\$11,394 76

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET MAY 31, 1886.

ASSETS.		
Cost of road.....		\$120,895 87
Cost of equipment		32,753 09
<i>Current assets, as follows, viz.:</i>		
Cash on hand		3,208 17
		<u>\$156,859 04</u>
LIABILITIES.		
Capital stock		\$120,000 00
<i>Current liabilities, as follows, viz.:</i>		
Loans and bills payable		31,549 18
Profit and loss (surplus).....		5,409 86
		<u>\$156,959 04</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	10,240
Number of passengers carried one mile	61,300
Number of tons of freight carried	14,000
Number of tons of freight carried one mile.....	91,000
	<u>10,500</u>
*Total train mileage.....	

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	500
Grain	1,500
Live stock.....	500
Lumber	2,000
Pig and bar iron and steel	100
Coal and coke	2,500
Petroleum and other oils	50
Manufactures.....	400
All other merchandise.....	1,600
All other agricultural products	900
All other articles not included above	2,350
Total	<u>14,000</u>

EMPLOYEES.

Average number of persons employed (including officials) period of 8 months	12
Aggregate amount of salaries and wages paid them period of 8 months.....	<u>\$432,183</u>

OFFICERS OF THE COMPANY.†

Name.	Title.	Official Address.
R. T. TUTTLE.....	President.....	Perry, N. Y.
C. W. G. NOBLES.....	Vice-President and Supt.....	Perry, N. Y.
R. H. STEDMAN.....	Secretary	Perry, N. Y.
H. N. PAGE	Treasurer	Perry, N. Y.
W. D. PAGE.....	Asst. Treas. and Auditor....	Perry, N. Y.

DIRECTORS OF THE COMPANY.†

Name.	Residence
RICHARD T. TUTTLE	Perry, N. Y.
CHAS. W. G. NOBLE	Perry, N. Y.
RUFUS H. STEDMAN	Perry, N. Y.
HENRY N. PAGE	Perry, N. Y.
JAMES WYCKOFF	Perry, N. Y.
RANDALL W. BRIGHAM	Perry, N. Y.

* Freight and passenger trains run together.

† To June 1, 1886.

<i>Name.</i>	<i>Residence.</i>
AUSTIN W. TOAN	Perry, N. Y.
ALPHEUS S. SIMMONS	Perry, N. Y.
MILO H. OLIN	Perry, N. Y.
CHARLES J. BENEDICT	Perry, N. Y.
DAVID ANDRUS	Perry, N. Y.
JOHN R. SAYLES	Perry, N. Y.
LUTHER CHAPIN	Castile, N. Y.

Title of company, Silver Lake Railway Company.

General offices at Perry, N. Y.

Date of close of fiscal year, May 31.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address H. N. Page.

SILVER LAKE (Reorganized).

(June 1, 1886.)

REPORT FROM JUNE 1 TO SEPTEMBER 30, 1886.

This road was sold on June 1 to Arthur G. Yates of Rochester, N. Y., by the railroad commissioners of the town of Perry, Wyoming county, N. Y., for the sum of \$128,000, subject to a first mortgage bond of \$68,000 for ten years from June 1, 1886, the purchase price of \$128,000 including equipment; length of road purchased, main line 6.86 miles.

CAPITAL STOCK AND FUNDED DEBT

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	1,200	\$120,000
Number of stockholders		13

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	June 1, 1886	10	p.c. 6	June and Dec.	\$68,000 00	\$68,000 00

COST OF ROAD AND EQUIPMENT.

Total cost up to
Sept. 30, 1886.

Purchase of constructed road, including equipment, June 1, 1886 \$128,000 00

INCOME ACCOUNT FROM JUNE 1 TO SEPTEMBER 30, 1886.

Gross earnings from operation	\$7,151 84
Less operating expenses (excluding all taxes)	2,770 26
Net earnings from operation	\$4,381 08

Income from other sources, as follows, viz.:

House rent.....		\$5 00
Gross income from all sources.....		\$4,396 08
<i>Deductions from income as follows, viz.:</i>		
Interest on funded debt due and accrued	\$1,880 00	
Taxes on property used in operation of road.....	20 96	
		1,900 96
Surplus for four months ending September 30, 1886.....		\$3,005 12

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$3,424 77	\$3,424 77
Passengers, local.....	\$3,892 28		3,892 28
Express	339 29		334 29
Total gross earnings.....	\$3,726 57	\$3,424 77	\$7,151 34

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of roadbed.....	\$460 97	\$460 98	\$921 95
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Maintenance of equipment:

Repairs of locomotives.....	\$29 84	\$29 84	\$59 68
Repairs of machinery and tools.....	10 61	10 62	21 23
Other expenses for maintenance of equipment.....	21 43	21 42	42 85
Total	\$61 88	\$61 88	\$123 76

Conducting transportation:

Wages of conductors and men	\$184 76	\$184 77	\$369 53
Wages of engineers and firemen	200 71	200 70	401 41
Fuel for locomotives	128 65	128 65	257 30
Oil and waste.....	3 81	3 82	7 63
Other train supplies or expenses	3 40	3 40	6 80
Wages of station agents and clerks	143 47	143 46	286 93
Station supplies.....	5 45	5 45	10 90
Wages of watchmen, flagmen and switchmen	41 55	41 55	83 10
Other expenses for conducting transportation	66 18	66 19	132 37
Total	\$777 98	\$777 99	\$1,555 97

General expenses:

General office expenses and supplies	\$29 87	\$29 88	\$59 75
Stationery and printing.....	41 70	41 70	83 40
Mileage of cars of other companies (debit balance)		16 22	16 22
Other general expenses.....	4 61	4 60	9 21
Total	\$76 18	\$92 40	\$168 58
Grand total operating expenses.....	\$1,877 01	\$1,893 25	\$2,770 26

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$128,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,523 16
Bills receivable	2,097 94
Due by agents.....	744 02
	\$123,365 12

SILVER LAKE.

575

LIABILITIES.

Capital stock.....	\$60,000 00
Funded debt.....	68,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued.....	1,360 00
Profit and loss (surplus).....	8,005 12
	<u>\$132,365 12</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	25,992
Number of passengers carried one mile	151,750
Number of tons of freight carried	9,604
Number of tons of freight carried one mile.....	54,935
*Passenger train mileage.....	7,200
*Freight train mileage.....	1,440
*Total train mileage	<u>7,200</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$3,726 57	\$1,877 01	\$2,349 56
Average per passenger carried	1436	053	0906
Average per passenger per mile.....	0246	009	0156
Average per passenger train per mile.	5166	189	3276
Freight earnings and expenses (including miscellaneous earnings)....	8,424 77	1,393 25	2,081 52
Average per ton of freight carried....	356	145	211
Average per ton of freight per mile...	062	025	037
Average per freight train per mile....	2 365	954	1 411

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	2.46
Average rate received per mile per ton for carrying freight, all classes.....	6.23

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Miles owned, all in N. Y. State.
Main line from Perry to Silver Springs, single track.....	6.86
Sidings and turnouts on main line	1.75
Grand total of tracks, sidings and turnouts.....	<u>8.61</u>
Laid with steel rail, main line.....	2.25
Laid with iron rail, main line	<u>4.61</u>

Weight of rails per yard, 56 lbs. ; gauge of track, 4 feet 8½ inches ; ballasted with gravel.

BRIDGES.

	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridge.....	1	<u>Feet.</u> 50

* Freight and passenger trains run together.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotive, 4 drivers.....	1	\$6,000	26,000
First-class passenger car.....	2	\$8,500	.....
Baggage, mail and express car.....	1	600	.....
Total.....	3	.....	.....

Hand brake and link coupler used on cars of this road.
Common lever switches used on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$40,000
Highway crossings at grade without protection.....	5

Passenger cars are heated by coal stoves, lighted by kerosene lamps and ventilated by windows in top.

The Erie and American Express Companies run over this line.

Contract with the United States Government for transportation of mails: Carry twice per day each way; compensation \$312.48 yearly.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	202	2.1
Grain.....	539	5.6
Live stock	98	1
Lumber	520	5.4
Pig and bar iron and steel	46	0.5
Iron or other ores.....	4,779	49.7
Coal and coke.....	1,820	19
Petroleum and other oils	33	0.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	345	3.6
All other manufactures.....	7	0.1
All other merchandise.....	638	6.7
All other agricultural products.....	426	4.4
All other articles not included above	151	1.6
Total	9,604	100

EMPLOYEES.

Average number of persons employed (including officials) during period of four months	12
Aggregate amount of salaries and wages paid them during period of four months	\$2,540 96

OFFICERS OF THE COMPANY,

FROM JUNE 1, 1886.

Name.	Title.	Official Address.
ARTHUR G. YATES.....	President.....	Rochester, N. Y.
H. H. WARNER.....	Vice-President and Treas...	Rochester, N. Y.
CHARLES H. BLAKESLEE.....	Secretary.....	Rochester, N. Y.
J. LANSING MOORE.....	Superintendent.....	Buffalo, N. Y.

SILVER LAKE.

577

DIRECTORS OF THE COMPANY,

FROM JUNE 1, 1886.

<i>Names.</i>	<i>Residence.</i>
ARTHUR G. YATES.....	Rochester, N. Y.
H. H. WARNER.....	Rochester, N. Y.
GEO. E. MERCHANT.....	Rochester, N. Y.
W. L. KINGMAN.....	Rochester, N. Y.
CHARLES H. BLAKESLEE.....	Rochester, N. Y.
J. LANSING MOORE.....	Buffalo, N. Y.
ALEX. J. BRIGGS.....	Buffalo, N. Y.
JAMES WYCKOFF.....	Perry, N. Y.
RICHARD T. TUTTLE.....	Perry, N. Y.
HENRY N. PAGE.....	Perry, N. Y.
MILLO H. OLIN.....	Perry, N. Y.
C. W. G. NOBLES.....	Perry, N. Y.
E. M. READ.....	Perry, N. Y.

Title of company, Silver Lake Railway Company.

General offices at Rochester, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address Charles H. Blakeslee, Secretary.

SKANEATELES.

(Date of charter, April 17, 1866.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	1,000	\$100,000 00	.....
Issued on account of construction and now outstanding.....	778	77,800 00	\$77,800 00

Number of stockholders..... 18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort'ge b'ds.	July 1, 1879	30	p. c.	Jan. & July	\$10,000 00	\$10,000 00	\$10,000 00
First mort'ge b'ds.	July 1, 1879	30	6 7	Jan. & July	20,000 00	20,000 00	20,000 00
Total.....	.....	..	..	.....	\$30,000 00	\$30,000 00	\$30,000 00

COST OF ROAD AND EQUIPMENT.

ROAD.

Grading, masonry and ballast	\$19,750 10
Bridges	2,718 20

Total cost up to
Sept. 30, 1886.

Superstructure (including ties).....	\$54,874 57
Land.....	8,116 64
Passenger and freight stations.....	3,198 53
Engine and car houses.....	3,957 74
Engineering expenses.....	6,173 43
Wharfing.....	4,001 38

Total cost of road \$102,791 15

EQUIPMENT.

Locomotives.....	\$43,012 55
Passenger, mail, baggage and express cars.....	9,344 01
Freight and other cars.....	800 24

Total cost of equipment..... \$53,157 10

Grand total cost of road and equipment..... \$155,948 25

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$23,933 45
Less operating expenses (excluding all taxes).....	18,632 24

Gross income from all sources..... \$5,301 24

Deductions from income, as follows, viz.:

Interest on funded debt due and accrued.....	\$1,990 00
Taxes on earnings and capital stock.....	700 65
	2,750 65

Net income from all sources..... \$2,550 59

Payments from net income, as follows, viz.:

Dividends declared 2 per cent on \$77,800 stock.....	1,556 00
--	----------

Surplus for year ending September 30, 1886..... \$994 59

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1876, as shown.....	\$994 59
Surplus up to September 30, 1885.....	7,959 85

Total surplus September 30, 1886..... \$8,954 44

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$14,149 61	\$14,149 61
Passenger.....	\$7,624 60		7,624 60
Mail.....	243 60		243 60
Express.....	833 67		833 67
Miscellaneous services, etc.....	541 00	541 00	1,082 00
Total gross earnings.....	\$9,242 87	\$14,690 61	\$23,933 45

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track.....	\$4,543 50		
Less for sale of old rails.....	1,741 79		
	\$1,400 80	\$1,400 81	\$2,801 61
Repairs of bridges (including culverts and cattle-guards).....	445 90	445 90	891 80
Repairs of stations, shops, docks, etc.....	81 70	21 71	63 41
Total.....	\$1,878 40	\$1,878 42	\$3,756 82

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$2,049 23	\$2,049 23	\$4,098 45
Repairs of cars.....	999 80	999 81	1,998 61
Total	\$3,048 58	\$3,048 58	\$6,097 06
<i>Conducting transportation :</i>			
Wages of conductors and men	\$505 00	\$505 00	\$1,010 00
Wages of engineers and firemen.....	939 75	939 75	1,879 50
Fuel for locomotives.....	\$1,916 51		
Less sales	481 97		
Oil and waste	\$209 15		
Less sales	45 79		
	81 68	81 68	163 36
Water supply	30 00	30 00	60 00
Wages of station agents and clerks.....	240 00	240 00	480 00
Station supplies.....	45 16	45 17	90 33
Wages of watchmen, flagmen and switchmen	210 00	210 00	420 00
Other expenses for conducting transportation	245 82	245 81	490 63
Total	\$8,039 18	\$8,039 18	\$6,078 86
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$1,850 00	\$1,850 00	\$2,700 00
Grand total operating expenses	\$9,816 11	\$9,816 18	\$18,632 24

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$102,791 15
Cost of equipment.....	53,157 10
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	8,954 44
	\$164,902 69

LIABILITIES.

Capital stock.....	\$77,800 00
Funded debt.....	80,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	500 00
Sales of personal property and real estate to date.....	11,431 54
Betterments since organization and profit and loss (surplus).....	45,171 15
	\$164,902 69

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried	31,941
Number of passengers carried one mile.....	154,048
Number of tons of freight carried.....	81,245
Number of tons of freight carried one mile	105,827
Total train mileage, all mixed.....	14,510

REPORT OF THE RAILROAD COMMISSIONERS.

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	96
Average rate received per mile per ton for carrying freight, all classes	424

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

Miles owned, all
in N. Y. State.

Main line from Skaneateles Village to Junction (N. Y. C. and H. R. R. R.),	
single track	5
Siding and turnout on main line	1
Grand total of tracks, sidings and turnouts	6
Laid with steel rail, main line	1.7
Laid with iron rail, main line	3.3

Weight of rails per yard, steel, 54 lbs., iron, maximum, 60 lbs., minimum, 56 lbs.;
gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.

ENTIRE LINE
ALL IN NEW YORK STATE.

	Number.	Aggregate length.
Wooden bridges	11	Feet. 479

EQUIPMENT.

	Number owned.	Average cost of each.	Maximum weight of each, lbs.
Locomotives, 4 drivers	2	\$11,000	52,000
First class passenger cars	2	\$3,000	.....
Baggage, mail and express cars	2	1,500	.....
Total	4	.....	.....
Flat freight car	1	.....	.....

Hand brake, link and chain coupler used on cars of this road.
Common target switch used on this road.

MISCELLANEOUS STATISTICS.

ITEM.

Entire line, all
in N. Y. State.

Highway crossings at grade without protection	7
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Passenger cars are heated by "Spear's" car heaters, lighted with kerosene oil, ven-
tilated in dome.

The American Express Company runs over this line.

Received from the U. S. Government for transportation of mails \$248.60 per annum.

* Should be 4.80. }
† Should be 12.43. } R. R. Commissioners.

SKANEATELES.

581

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	209
Grain.....	1,961
Meats and provisions.....	68
Live stock.....	66
Lumber.....	2,665
Pig and bar iron and steel.....	90
Coal and coke.....	18,736
Petroleum and other oils.....	112
Manufactures.....	5,813
All other merchandise.....	1,249
All other agricultural products.....	8,899
All other articles not included above.....	1,882
Total.....	81,245

EMPLOYEES.

Average number of persons employed (including officials) during year.....	16
Aggregate amount of salaries and wages paid them during year.....	\$2,700

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN E. WALLER.....	President.....	Skaneateles, N. Y.
J. McNAMARA.....	Supt. and Treasurer.....	Skaneateles, N. Y.
GEO. BARROW.....	Secretary.....	Skaneateles, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN E. WALLER.....	Skaneateles, N. Y.
JOHN McNAMARA.....	Skaneateles, N. Y.
JOHN H. GREGORY.....	Skaneateles, N. Y.
JOAB L. CLIFT.....	Skaneateles, N. Y.
LEWIS B. FITCH.....	Skaneateles, N. Y.
HIRAM C. SHERMAN.....	Mottville.
GAVIN MORTON.....	Mottville.

Title of company, Skaneateles Railroad Company.

General offices at Skaneateles, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, November 15.

For information concerning this report, address J. McNamara, Supt. and Treasurer.

SMITHTOWN AND PORT JEFFERSON.

LESSOR.

LESSEE — LONG ISLAND.

For history of organization, see Report of 1883.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	8,000	\$200,000
Issued for actual cash and now outstanding.....	8,219	80,475
Number of stockholders.....		235

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
Bonds secured by mortgage..	Sept. 1, 1871	80	p.c. 7	Sept. 1, Mar. 1	\$600,000	\$600,000

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES M. BAYLIS.....	President.....	Port Jefferson, L. I., N. Y.
J. LAWRENCE SMITH.....	Secretary.....	Smithtown Branch, L. I., N. Y.
JAMES C. SMITH.....	Treasurer.....	Smithtown Branch, L. I., N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAMES M. BAYLIS	Port Jefferson, L. I., N. Y.
FRANK P. NORTON.....	Stony Brook, L. I., N. Y.
J. LAWRENCE SMITH.....	Smithtown Branch, L. I., N. Y.
GEORGE W. HALLOCK.....	Smithtown Branch, L. I., N. Y.
COE D. SMITH	Smithtown Branch, L. I., N. Y.
EGBERT S. MILLS	Smithtown Branch, L. I., N. Y.
JAMES DARLING.....	Smithtown Branch, L. I., N. Y.
JACOB B. CONKLING.....	Smithtown Branch, L. I., N. Y.
JAMES C. SMITH	Smithtown Branch, L. I., N. Y.
EMMET B. DARLING	Port Jefferson, L. I., N. Y.
NEHEMIAH HAND.....	Setauket, L. I., N. Y.
JONAS SMITH	Stony Brook, L. I., N. Y.
CHARLES H. HALLOCK.....	Saint Johnland, L. I., N. Y.

Title of company, Smithtown and Port Jefferson Railroad Company.

General offices at Smithtown Branch, L. I., N. Y.

Date of close of fiscal year, first Tuesday in June.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address J. Lawrence Smith, Secretary.

SODUS BAY AND SOUTHERN.

LESSOR.

LESSEE — NORTHERN CENTRAL OF PENNSYLVANIA.

(Date of charter, November 6, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	5,000	\$500,000
Number of stockholders.....		14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	July 1, 1884	40	p.c. 5	Jan. & July	\$500,000 00	\$500,000 00

COST OF ROAD.

Total cost of road up to September 30, 1886 \$1,000,000 00

No equipment owned.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation, as per lessee's report..... \$77,560 73
 Less operating expenses (excluding all taxes), as per lessee's report..... 120,188 72

Deficit from all sources..... \$42,622 99
Deductions from income, as follows, viz.:
 Interest on funded debt due and accrued..... \$25,000 00
 Taxes on property used in operation of road 2,057 64
 Taxes on earnings and capital stock..... 150 00
 Interest on equipment..... 3,198 11
 Real estate 744 00

31,149 75

Deficit for year ending September 30, 1886 \$73,772 74

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown..... \$73,772 74
 Deficit up to September 30, 1885 47,212 39
 \$120,985 13
 Less amount to December 31, 1885, credited or reduced from the account.. 75,228 17
 Total deficit September 30, 1885..... \$45,756 96

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road \$1,000,000 00
Current assets, as follows, viz.:
 Due by agents 7,250 00
 Profit and loss (deficiency)..... 45,756 96
 \$1,053,006 96

LIABILITIES.

Capital stock..... \$500,000 00
 Funded debt..... 500,000 00
Current liabilities, as follows, viz.:
 Open accounts..... 53,006 96
 \$1,053,006 96

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
G. B. ROBERTS.....	President.....	Philadelphia, Pa.
FRANK THOMSON	Vice-President.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Secretary.....	Philadelphia, Pa.
J. S. LEIB.....	Treasurer.....	Baltimore, Md.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. B. ROBERTS.....	Philadelphia, Pa.
EDMUND SMITH.....	Philadelphia, Pa.
FRANK THOMSON.....	Philadelphia, Pa.
JOHN P. GREEN.....	Philadelphia, Pa.
WISTAR MORRIS.....	Philadelphia, Pa.
A. J. CASSATT.....	Philadelphia, Pa.
STEPHEN W. WHITE.....	Philadelphia, Pa.
J. N. DUBARRY.....	Philadelphia, Pa.
E. H. HARRIMAN.....	New York city.
G. H. STEARNS.....	New York city.
STUYVESANT FISH.....	New York city.
B. F. NEWCOMER.....	Baltimore, Md.
J. S. LEIB.....	Baltimore, Md.

Title of company. The Sodus Bay and Southern Railroad Company.

General offices at 160 Broadway, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday of February.

For information concerning this report, address John S. Leib, Treasurer.

SODUS BAY AND SOUTHERN.

LESSEE.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$77,560 73
Less operating expenses (excluding all taxes)	130,138 73
Loss from operation	\$42,622 99
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$2,057 64
Taxes on earnings and capital stock.....	
Taxes other than above	
Interest on equipment.....	3,198 11
Real estate	744 00
	5,999 75
Deficit for year ending September 30, 1886	\$48,622 74

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through and local.....		\$53,411 86	\$53,411 86
Passengers, through and local.....	\$9,588 06		9,588 06
Mail	1,432 12		1,432 12
Express	781 54		781 54
<i>Miscellaneous, as follows, viz.:</i>			
Rents.....	136 50	318 50	455 00
Sundry sources	2,078 00	4,848 65	6,926 65
Miscellaneous, passengers.....	15 50		15 50
Total gross earnings.....	\$13,981 72	\$63,579 01	\$77,560 73

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures :</i>			
Repairs of track.....	\$6,481 73	\$15,124 05	\$21,605 78
Steel rails laid, 672.25 tons	3,506 16	8,181 04	11,687 20
Iron rails laid	424 75	891 10	1,415 85
Repairs of roadbed.....	3,424 98	7,991 56	11,416 52
Repairs of bridges (including culverts and cattle-guards).....	3,217 65	7,507 84	10,725 49
Repairs of stations, shops, docks, etc.....	335 51	1,008 46	1,343 97
Repairs of fences.....	724 10	1,689 59	2,413 69
Other expenses for maintenance of way and structures	1,083 65	2,411 84	3,445 49
Total	\$19,148 51	\$44,505 48	\$64,053 99
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$1,543 51	\$3,811 70	\$5,355 21
Repairs of cars	1 43	3,254 15	3,255 58
Repairs of machinery and tools.....	444 57	1,037 82	1,481 89
Other expenses for maintenance of equipment	797 88	1,860 55	2,657 93
Total	\$2,786 89	\$9,963 72	\$12,750 61
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$2,483 84	\$2,869 31	\$4,858 15
Wages of engineers and firemen.....	1,714 89	3,089 59	4,804 48
Fuel for locomotives.....	1,442 82	4,451 62	5,894 44
Oil, tallow and waste	211 72	584 96	796 68
Water supply	420 84	981 96	1,402 80
Other train supplies or expenses	121 05	203 84	324 89
Wages of station agents and clerks.....	1,340 02	3,797 62	5,137 64
Wages for labor at stations	52 61	241 41	294 02
Station supplies.....	81 67	137 21	218 88
Wages of watchmen, flagmen and switchmen	361 26	1,010 79	1,372 05
Other expenses for conducting transportation	1,113 13	2,597 82	3,710 45
Total	\$9,843 85	\$19,465 68	\$28,809 48
<i>General expenses :</i>			
Salaries of general officers and clerks	\$798 94	\$1,852 54	\$2,646 48
General office expenses and supplies	22 18	51 76	73 94
Stationery and printing.....	217 46	92 05	309 51
Outside agencies and advertising.....	314 57	.....	314 57
Legal expenses.....	215 60	646 81	862 41
Loss and damage of freight and baggage	10 00	56 25	66 25
Telegraph maintenance and operation	954 58	2,375 80	3,880 38
Mileage of cars of other companies (debit balance).....	1,001 29	5,964 81	6,966 10
Total	\$3,529 62	\$11,040 02	\$14,569 64
Grand total operating expenses	\$34,808 57	\$85,374 85	\$120,183 72

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried	84,798
Number of passengers carried one mile	375,445
Number of tons of freight carried	337,313
Number of tons of freight carried one mile.....	8,627,095

Passenger train mileage	32,490
Freight train mileage	45,223
All other train mileage	11,176
Total train mileage	88,889

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$13,981 72	\$24,808 87	\$20,827 15
Average per passenger carried	4018	1 04	5966
Average per passenger per mile	0872	0927	0553
Average per passenger train per mile	4308	1 0713	6410
Freight earnings and expenses (including miscellaneous earnings)....	63,579 01	85,374 85	21,795 84
Average per ton of freight carried....	1885	2581	0646
Average per ton of freight per mile	00737	0099	00253
Average per freight train per mile....	1 4059	1 8879	4520

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	*3.724
Average rate received per mile per ton for carrying freight, all classes	+0.737

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.

	Total miles all in N. Y. State.
Main line from Stanley to Sodus Point, single track	84.10
Sidings and turnouts on main line	6.63
Grand total tracks, sidings and turnouts	40.73
Laid with steel rail, main line	17.43
Laid with iron rail, main line	16.67

Average life of ties, 8 years; weight of rail per yard, steel, 60 lbs.; iron, 56 lbs.; gauge of track, 4 feet 9 inches; ballasted with cinders and gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	Fact. 179
Wooden bridges	15	926
Iron trestle	1	363
Wooden trestles	13	2,194
Total	31	3,668

Westinghouse automatic air brake and Janney coupler on passenger equipment, hand-brake, link and pin couplings on freight equipment.

Point and stub switches are used on main track, but are gradually replacing the latter with the former.

* Should be 2.554. } R. R. Commissioners.
+ Should be 0.679. }

MISCELLANEOUS STATISTICS.

Entire line, all
in N. Y. State.

Total assessed value of real estate and personal property of company.....	\$231,210
Length of steel rails laid during year in repairs, miles.....	14.28
Railroads crossing road at grade.....	2
Railroads crossing road over or under grade.....	2
Highway crossings at grade without protection.....	45
Highways crossing over or under grade.....	5
Overhead obstructions less than 20 feet above track.....	8

Passenger cars are heated by stoves, lighted with oil and gas, and ventilated by deck sash

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Live stock	104	.081
Lumber.....	9,549	2.831
Pig and bar iron and steel	3,214	.953
Iron and other ores	17,860	5.801
Coal and coke.....	268,791	79.687
Petroleum and other oils	57	.017
Manufactures.....	6,665	1.975
All other merchandise.....		
Agricultural products	25,690	7.616
All other articles not included above	5,863	1.589
Total	337,313	100

NUMBER OF ACCIDENTS.

Injured.

Employees	15
Other than passengers and employees	2
Total	17

EMPLOYEES.

Average number of persons employed (including officials) during year ... 173

SOUTHERN CENTRAL.

(Date of charter, November 17, 1865.)

For history of organization, see Report of 1885.

Ithaca, Auburn and Western Railway Company leased from April 1, 1888, consideration therefor being thirty-three and one third per centum of gross earnings, with guarantee that this shall pay four per cent upon a stipulated amount of first mortgage bonds, a portion of which are to be issued to S. C. R. Co. at an agreed price to provide funds to improve the property.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	80,000	\$3,000,000	.....
Issued for actual cash and now outstanding.	17,748 $\frac{1}{2}$	1,774,850	\$1,774,850

Number of stockholders..... 507

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount outstanding.	Amount authorized	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage bds	Aug. 1, 1869	30	p.c. 7	Feb. & Aug.	\$1,500,000		
Less paid and cancelled .....	.....	..	.....	.....	1,410,000	\$90,000	\$79,900 00
Interest bonds	Aug. 1, 1877	10	7	Aug. & Feb.	\$579,670		
Less paid and cancelled .....	.....	..	.....	.....	579,630	1,050	1,050 00
First consolidated mortgage bonds.	Feb. 1, 1882	40	5	Aug. & Feb. 1	\$3,400,000	3,290,800	3,123,228 53
Total .....	.....	..	.....	.....	.....	\$3,390,650	\$3,203,687 53

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast	\$966,843 31
Bridges	204,226 89
Superstructure (including ties)	647,329 74
Rails	1,293,775 43
Land and land damages	\$88 00	415,734 05
Fences	180,956 65
Passenger and freight stations	52,040 69
Engine and car-houses	29,410 07
Shops, machinery and tools	44,931 03
Fuel and water stations	94,805 41
Engineering expenses	94,089 21
Interest and discount charged to construction	387,701 49
Telegraph line	11,407 53
Wharfing, docks and coal pockets	128,311 00
Elevator at Fair Haven	4,048 51
Total cost of road	\$88 00	\$4,375,105 91

COST OF ROAD AND EQUIPMENT.—(Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives	\$204,889 87
Passenger cars	48,722 48
Mail, baggage and express cars	14,283 46
Freight and other cars	189,799 90
Barges, floats and tugs	18,722 23
Total cost of equipment	\$465,913 19
Grand total cost of road and equipment	\$80 00	\$4,841,024 10

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Right of way	\$38 00
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$467,068 57
Less operating expenses (excluding all taxes)		415,616 42
Gross income from all sources		\$51,452 15
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$171,858 49	
Rentals	12,600 00	
Taxes on property used in operation of road	19,532 61	
Taxes on earnings and capital stock	2,467 40	
Taxes other than above	679 78	
		206,638 23
Deficit for year ending September 30, 1886		\$155,181 08

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$155,181 08
Deficit up to September 30, 1885	545,491 33
Sundry items charged to profit and loss account during year	614 40
Total deficit September 30, 1886	\$701,286 81

DETAILED STATEMENT OF RENTALS.

Ithaca, Auburn and Western Railway	\$12,600 00
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through		\$239,923 01	.....
Freight, local		60,630 15	\$300,552 16
Passengers, through	\$2,072 00	.....	.....
Passengers, local	90,549 57	.....	92,621 57
Mail	10,503 60	.....	10,503 60
Express	12,601 45	.....	12,601 45
<i>Miscellaneous, as follows, viz.:</i>			
Other sources	\$50,588 71		
Fair Haven elevator	201 08		
	648 09	50,141 70	50,789 79
Total gross earnings	\$116,374 71	\$350,693 86	\$467,068 57

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$20,438 31	\$38,292 48	\$58,730 79
Steel rails laid, 263.95 tons, cost, \$7,127.52 }			
Repairs of bridges (including culverts and cattle-guards).....	27,334 87	51,212 68	78,547 05
Repairs of stations, shops, docks, etc.....	2,771 81	5,193 16	7,964 97
Repairs of fences.....	2,763 18	5,176 98	7,940 16
Other expenses for maintenance of way and structures	4,603 61	8,625 14	13,228 75
Total.....	\$57,911 23	\$108,500 44	\$166,411 72
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$7,046 78	\$28,187 10	\$35,233 83
Repairs of cars.....	9,468 85	15,135 48	24,599 33
Repairs of machinery and tools.....	539 31	1,010 42	1,549 73
Other expenses for maintenance of equipment	2,491 59	4,668 15	7,159 74
Total.....	\$19,541 53	\$49,001 15	\$68,542 68
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$6,489 59	\$28,089 89	\$34,578 93
Wages of engineers and firemen.....	8,971 91	18,072 36	27,044 27
Fuel for locomotives.....	9,706 98	33,827 71	43,534 64
Oil and waste.....	1,298 63	2,433 07	3,731 70
Water supply.....	482 40	866 84	1,328 74
Other train supplies or expenses	200 03	874 74	574 76
Wages of station agents and clerks.....	5,444 55	10,200 72	15,645 27
Wages for labor at stations.....	4,771 85	8,940 85	13,712 20
Station supplies.....	877 33	706 96	1,084 29
Wages of watchmen, flagmen and switchmen.....	568 94	1,094 06	1,678 00
Other expenses for conducting transportation	1,951 10	8,655 52	5,606 62
Total.....	\$40,258 25	\$118,261 22	\$158,519 47
<i>General expenses:</i>			
Salaries of general officers and clerks.....	\$2,359 23	\$4,420 18	\$6,779 41
General office expenses and supplies.....	211 14	395 57	606 71
Stationery and printing.....	935 72	1,753 13	2,688 85
Outside agencies and advertising.....	24 88	46 62	71 50
Legal expenses.....	465 77	872 66	1,338 43
Loss and damage of freight and baggage.....		322 11	322 11
Damage to cattle and property.....	337 82	264 98	602 30
Injuries to persons.....		611 64	611 64
Telegraph and telephone maintenance and operation.....	2,642 57	4,951 03	7,593 59
Other general expenses.....	2,271 75	4,256 26	6,528 01
Total.....	\$9,248 33	\$17,894 17	\$27,142 55
Grand total operating expenses.....	\$126,959 44	\$238,656 98	\$415,616 42

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$4,375,105 91
Cost of equipment.....	465,918 19
<i>Other permanent investments, as follows, viz.:</i>	
Stock and bonds of other companies	10,000 00
Paid on freight car trust.....	14,640 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	14,745 34

SOUTHERN CENTRAL.

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Bills receivable	\$5,495 81
Due by agents	2,984 00
Open accounts	59,010 50
Profit and loss (deficiency).....	701,286 81
	<u>\$5,649,186 56</u>

LIABILITIES.

Capital stock	\$1,790,574 94
Funded debt	3,390,650 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due	341,874 85
Interest on funded debt not due	28,558 90
Audited vouchers and pay-rolls	44,428 14
Open accounts	50,871 58
Certificates of indebtedness	8,188 15
	<u>\$5,649,186 56</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	1,512	201,326	202,838
Number of passengers carried one mile	102,738	8,296,084	8,398,772
Number of tons of freight carried	421,984	73,684	495,668
Number of tons of freight carried one mile	88,711,680	4,420,981	43,132,661
Passenger train mileage			211,375
Freight train mileage			287,668
All other train mileage			107,802
Total train mileage			606,845

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$116,374 71	\$126,959 44	\$10,584 73
Average per passenger carried	574	625	051
Average per passenger per mile	034	037	008
Average per passenger train per mile	5505	6006	0501
Freight earnings and expenses (including miscellaneous earnings)	850,698 86	288,656 98	Profit. \$62,036 88
Average per ton of freight carried	707	582	125
Average per ton of freight per mile	0081	0067	0014
Average per freight train per mile	1 22	1 00	22

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, first-class	Cents. 2	Cents. 2.75	Cents.
Average rate received per mile for carrying passengers, second-class	2	.....	.....
Average rate received per mile for carrying passengers, all classes	2	2.75	2.75
Average rate received per mile per ton for carrying freight, all classes .....	.....	.....	*

* Should be .696 cents.—R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from North Fair Haven to State line, single track	114	37.72	37.72	151.72	151.72
Branches or other roads, single track .....	.....	.....	2.30	.....	2.30
Total single track	114	37.72	40.02	151.72	154.02
Sidings and turnouts on main line.....	23.50	2	2	25.50	25.50
Grand total of tracks, sidings and turnouts ..	137.50	39.72	42.02	177.22	179.52
Laid with steel rail, main line.....	91.62	.....	.....	.....	91.62
Laid with steel rail, branches or other roads.	.....	.....	2.30	.....	2.30
Laid with iron rail, main line.....	22.88	37.72	37.72	.....	60.10

Average life of rails — iron, 5 years; average life of ties, 6 years; weight of rails per yard — steel, maximum, 66 lbs.; minimum, 56 lbs., iron, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in N. Y. State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Ithaca, Auburn and Western.....	Freeville.....	Auburn	37.72	37.72	Leased...	.....	37.72
Penn. and New York Canal and R. R. Co..	State line	Sayre, Pa .....	.....	2.30	Oper'ed	2.30	—

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	17	2,254
Wooden bridges	6	756
Wooden trestles	91	7,946
Total	114	10,956

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	7	...	7	\$9,700	110,000	10	...	...
Locomotives, 4 drivers.....	12	2	14	9,200	70,000	11	7	...
Total.....	19	2	21	...	...	...	7	...
First-class passenger cars.....	7	1	8	\$4,600	...	13	8	8
Second-class passenger cars....	2	1	3	2,900	...	...	...	1
Baggage, mail and express cars	7	...	7	2,000	...	10	5	5
Total.....	16	2	18	...	...	...	13	14
Box freight cars.....	49	106	155	\$742	23,550	15	...	...
Coal freight cars, 4-wheel.....	248	...	248	264	7,000	14	...	...
Flat freight cars, 6-wheel.....	102	10	112	600	16,000	16	...	...
Caboose 4-wheel cars.....	8	...	8	400	8,000	10	...	...
Total ..	407	116	523	...	...	...	...	...

Westinghouse automatic air brake and Miller coupler used on passenger and baggage cars, and ordinary brake and coupler on freight cars.

Cooke, Wharton and Lorenz switches used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles.....	151 72
Total assessed value of real estate and personal property of company.....	\$1,195,958
Length of steel rails laid during year in repairs, miles.....	2.8
Railroads crossing road at grade.....	4
Railroads crossing road over or under grade.....	4
Highway crossings at grade without protection.....	178
Highway crossings at grade protected by gates or flagman.....	1
Highway crossings over or under grade.....	13
Overhead obstructions less than 20 feet above track.....	6

Passenger cars are heated by coal stoves, lighted by oil lamps, and ventilated by side ventilators.

The United States Express Company runs over this line; pays S. C. R. R. \$230 per week for 80 tons, 80 cents per 100 lbs. in excess of same; pays L. A. & W. Ry. \$50 per month for 10 tons, 25 cents per 100 lbs. in excess of same.

United States Government for transportation of mails, to S. C. R. R., between Sayre, Pa., and North Fair Haven, pays \$74.89 per mile per annum; to L. A. & W. Ry., between Freeville and Auburn, pays \$42.75 per mile per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	2,674	0.5
Grain.....	16,420	3.8
Meats and provisions.....	4,261	0.9
Live stock.....	8,721	0.8
Lumber.....	31,630	6.4
Pig and bar iron and steel.....	6,841	1.3
Iron or other ores.....	5,220	1.1
Coal and coke.....	358,780	71.4
Manufactures.....	10,620	2.1
All other merchandise.....	35,671	7.1
All other agricultural products.....	6,425	1.3
All other articles not included above.....	18,905	3.8
Total.....	495,668	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	14	2	16
Others.....	2	1	3
Total.....	16	3	19

EMPLOYEES.

Average number of persons employed (including officials) during year..... 623
 Aggregate amount of salaries and wages paid them during year \$260,230 39

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOMAS C. PLATT.....	President.....	82 Broadway, N. Y. city.
E. D. WOODRUFF.....	Vice-President.....	Auburn, N. Y.
J. N. KNAPP.....	Secretary.....	Auburn, N. Y.
C. L. RICH.....	Treasurer.....	Auburn, N. Y.
WM. STEVENSON.....	Managing Director.....	Sayre, Pa.
JOHN TAYLOR.....	Gen. Traffic Manager.....	Mauch Chunk, Pa.
H. D. TITUS.....	Act. Supt. & Asst. Treas..	Auburn, N. Y.
E. F. SWART.....	Chief Engineer.....	Auburn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ELISHA P. WILBUR.....	Bethlehem, Penn.
THOMAS C. PLATT.....	New York city.
JNO. N. KNAPP.....	Auburn, N. Y.
JOHN W. DWIGHT.....	Dryden, N. Y.
WM. STEVENSON.....	Sayre, Penn.
HENRY L. STORKE.....	Auburn, N. Y.
CHAUNCEY L. RICH.....	Richford, N. Y.
EMERSON D. CLAPP.....	Auburn, N. Y.
ROYAL W. CLINTON.....	Newark Valley, N. Y.
JAMES G. KNAPP.....	Auburn, N. Y.
DEXTER H. MARSH.....	Groton, N. Y.
E. DELEVAN WOODRUFF.....	Auburn, N. Y.
JOHN TAYLOR.....	Mauch Chunk, Penn.

Title of company, The Southern Central Railroad Company.

General offices at Auburn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address H. D. Titus, Acting Superintendent.

SOUTHFIELD BRANCH.

NO REPORT.

SPUYTEN DUYVIL AND PORT MORRIS.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, March 4, 1869.)

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	9,890	\$989,000	\$989,000

Number of stockholders 6

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading and masonry	\$438,461 31
Bridges	84,037 81
Superstructure	161,218 41
Land, land damages and fences	228,369 76
Engine, car houses, machine shops, machinery and fixtures	8,459 29
Engineering and agencies	73,458 92
Total	\$989,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental from New York Central and Hudson River Railroad Company for use of road	\$79,120 00
<i>Deductions from income, as follows, viz.:</i>	
Dividends declared, 8 per cent on \$989,000, stock	79,120 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$989,000 00
LIABILITIES.	
Capital stock	\$989,000 00

*OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT....	Vice-President	New York city.
EDWIN D. WORCESTER	Secretary	New York city.
CHAS. C. CLARKE.....	Treasurer	New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CORNELIUS VANDERBILT	New York city.
WM. K. VANDERBILT.....	New York city.
FRED'K W. VANDERBILT.....	New York city.
C. M. DEPEW	New York city.
C. C. CLARKE	New York city.
JOHN B. DUTCHER	Pawling, N. Y.
JOSEPH HARKER	New York city.
WM. H. LEONARD	New York city.
SAMUEL F. BARGER	New York city.
JOHN E. BURRILL.....	New York city.
Three vacancies.	

* President, vacant.

Title of company, Spuyten Duyvil and Port Morris Railroad Company.
 General offices at Grand Central Depot, New York city.
 Date of close of fiscal year, September 30.

STATEN ISLAND.

LESSOR.

LESSEE — STATEN ISLAND RAPID TRANSIT.

Date of charter, March 20, 1873.

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	60,000	\$900,000	
Issued for actual cash.....	14,000	210,000	\$210,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate	When payable.			
First mortgage ...	April 1, 1873	20	P.C. 7	April & Oct.	\$300,000	\$300,000	\$270,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Purchase of constructed road.....		\$291,190 00

EQUIPMENT.		
Locomotives.....		\$23,292 02
Passenger cars.....		24,915 84
Freight and other cars.....		4,100 00
Barges, floats and tugs.....		294,388 53
Total cost of equipment.....		\$346,696 39
Grand total cost of road and equipment.....		\$637,886 39

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental paid by Staten Island Rapid Transit Railroad Company.....	\$80,600 00
Less general office expenses	2,802 95
Gross income from all sources	\$77,797 05
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	21,000 00
Net income from all sources	\$56,797 05

STATEN ISLAND.

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<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 26.66 per cent on \$210,000 stock.....	\$56,000 00
Surplus for year ending September 30, 1886.....	\$797 05

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$797 05
Surplus up to September 30, 1885	128,528 59
Total surplus September 30, 1886	\$129,325 64

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$291,190 00
Cost of equipment.....	846,696 89
<i>Current assets, as follows, vis.:</i>	
Cash on hand.....	589 25
Rentals due and accrued October 1, 1886.....	25,400 00
	\$663,825 64
LIABILITIES.	
Capital stock.....	\$210,000 00
Funded debt.....	800,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued	\$10,500 00
Dividends unpaid	14,000 00
	24,500 00
Profit and loss (surplus).....	129,325 64
	\$663,825 64

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$278,850

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ERASTUS WIMAN.....	President.....	814 Broadway, New York city.
CHARLES WATROUS.....	Vice-President.....	140 Pearl street, New York city.
EDWARD CURRY	Secretary and Treas..	Foot of Whitehall st., New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
N. G. MILLER.....	New York city.
G. F. KREISCHER.....	Kreischerville, S. I., N. Y.
NATHANIEL MARSH.....	Stapleton, S. I., N. Y.
J. W. MERSEHAU.....	Richmond, S. I., N. Y.
W. W. MACFARLAND.....	Clifton, S. I., N. Y.
LOUIS DEJONGE.....	Clifton, S. I., N. Y.
WILLIAM KING.....	Perth Amboy, N. J.
J. H. F. MAYO.....	Clifton, S. I., N. Y.
CHARLES WATROUS	New York city.
AUGUST HORRMAN.....	Stapleton, S. I., N. Y.
R. M. GALLOWAY.....	New York city.
C. A. CANAVELLO.....	Brooklyn, N. Y.
ERASTUS WIMAN	New Brighton, S. I., N. Y.

Title of company, Staten Island Railway Company.
 General offices at foot of Whitehall street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Tuesday in April.
 For information concerning this report, address Edward Curry, Secretary and Treasurer.

STATEN ISLAND RAPID TRANSIT.

(Date of charter, April 14, 1880.)

The Staten Island Rapid Transit Company has built a double track road along the shore of New York Bay and the Kill von Kull to Erastina, distance 5.2 miles, including a tunnel under the light-house property near Tompkinsville, a new ferry landing at St. George and eight first-class station buildings with necessary platforms, etc. There has also been considerable preliminary work done in connection with the proposed bridge over the Arthur Kill near Elizabethport, N. J.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash	18	\$1,800	\$1,800
Issued on account of construction	4,987	498,700	498,700
Total now outstanding	5,000	\$500,000	\$500,000

Number of stockholders 52

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage	Oct. 1, 1883	30	6 p.c.	April & Oct...	\$1,000,000	\$1,000,000	\$900,000
Second mortgage...	Jan. 1, 1886	40	5	Jan. & July	2,500,000	1,300,000	1,370,000
Income bonds.....	Nov. 21, 1885	60	..	.....	4,500,000	4,500,000	4,500,000
Total.					\$8,000,000	\$6,800,000	\$6,770,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$201,504 97	\$201,504 97
Bridges	84,359 59	84,359 59
Superstructure (including ties).....	14,157 16	14,157 16
Rails	26,968 02	26,968 02
Land	848,380 65	848,380 65
Land damages	42,414 57	42,414 57
Fences	1,865 19	1,865 19
Passenger and freight stations.....	78,081 95	78,081 95
Engine and car houses.....	7,206 73	7,206 73

COST OF ROAD AND EQUIPMENT — (Continued).

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Shops, machinery and tools.....	\$1,660 00	\$1,660 00
Fuel and water stations.....	9,811 93	9,811 93
Engineering expenses.....	12,181 89	12,181 89
Interest and discount charged to construction	12,641 13	100,000 00
Road built by contract	4,687,278 32	5,897,720 16
Boats	5,864 01	5,864 01
Docks and approaches.....	88,296 22	47,190 68
Side tracks	1,338 24	1,338 24
Total cost of road.....	\$5,568,955 57	\$6,876,823 64
EQUIPMENT.		
Locomotives.....	\$12,408 24	\$22,492 53
Passenger cars.....	91,568 58	136,778 58
Freight and other cars.....	5,889 65	5,892 89
Barges, floats and tugs.....	87 23	87 23
Total cost of equipment.....	\$109,408 70	\$165,201 23
Grand total cost of road and equipment	\$5,678,322 01	\$7,041,524 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Road:</i>		
Disbursements building tunnel and for extending the railroad from Tompkinsville to Erastina, and procuring lands and property for terminal purposes.....		\$5,568,955 57
<i>Equipment, as follows:</i>		
Purchase of locomotives.....	\$22,492 53	
Purchase of passenger and baggage cars	136,778 58	
Purchase of freight cars.....	3,200 00	
Purchase of flat cars	2,692 89	
Purchase of incidentals	87 23	
	\$165,201 23	
Less paid on above in 1885, and so reported	55,797 53	109,408 70
Total		\$5,678,322 01

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$298,614 48
Less operating expenses (excluding all taxes).....	199,795 24
Gross income from all sources	\$98,819 24
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$74,588 34
Rentals.....	80,600 00
Taxes on property used in operation of road.....	5,674 73
Taxes on earnings and capital stock.....	9,391 05
Taxes other than above	6,890 99
Add ferry earnings.....	\$479,478 91
Less ferry expenses.....	516,137 27
Loss from operating ferries.....	36,658 36
	218,798 52
Deficit for year ending September 30, 1886	\$114,979 23

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$114, 979 28
Deficit up to September 30, 1885	56, 434 07
Total deficit September 30, 1886	\$171, 413 35

DETAILED STATEMENT OF RENTALS.

Dividend of \$4 per share, per year, on the capital of the Staten Island Railway Company (14,000 shares)	\$56, 000 00
Interest on bonded debt of Staten Island Railway Company, \$300,000 at 7 per cent.	21, 000 00
Expenses of maintenance of organization of Staten Island Railway Company.	3, 600 00
Total amount of rentals deducted from income	\$80, 600 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$7, 806 93	\$7, 806 93
Passengers, local	\$279, 241 58		279, 241 58
Mail	656 04		656 04
Miscellaneous	10, 909 93		10, 909 93
Total gross earnings	\$290, 807 55	\$7, 806 93	\$298, 614 48

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of roadbed	\$15, 130 50	\$796 84	\$15, 926 34
Repairs of bridges (including culverts, and cattle-guards)	1, 757 69	92 51	1, 850 20
Repairs of stations, shops, docks, etc	3, 114 61	163 92	3, 278 53
Repairs of fences	238 55	12 55	251 10
Total	\$20, 241 35	\$1, 065 82	\$21, 306 67
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$10, 849 35	\$571 01	\$11, 420 36
Repairs of cars	6, 128 89	322 57	6, 451 46
Other expenses for maintenance of equipment	240 79	12 67	253 46
Total	\$17, 219 03	\$906 25	\$18, 125 28
<i>Conducting transportation :</i>			
Wages of conductors and men	\$22, 657 24	\$1, 192 48	\$23, 849 72
Wages of engineers and firemen	15, 945 00	839 21	16, 784 21
Fuel for locomotives	13, 667 81	719 33	14, 386 64
Oil and waste	4, 441 07	233 74	4, 674 81
Water supply	1, 565 96	82 42	1, 648 38
Other train supplies or expenses	680 90	35 64	716 54
Wages of station agents and clerks	18, 211 28	958 48	19, 169 76
Station supplies	2, 576 47	135 60	2, 712 07
Wages of watchmen, flagmen and switchmen	16, 803 88	884 41	17, 688 29
Other expenses for conducting transportation	23, 995 45	1, 262 91	25, 258 36
Total	\$120, 544 51	\$6, 344 42	\$126, 888 93
<i>General expenses :</i>			
Salaries of general officers and clerks	\$10, 798 88	\$568 87	\$11, 367 75
General office expenses and supplies	1, 356 18	71 87	1, 427 55
Stationery and printing	10, 805 80	542 41	10, 849 21

STATEN ISLAND RAPID TRANSIT.

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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Outside agencies and advertising.....	\$1,216 35	\$64 02	\$1,280 37
Legal expenses.....	7,120 12	374 74	7,494 86
Loss and damage of freight and baggage.....	43 84	2 28	45 62
Damage to cattle and property.....	496 85	26 15	523 00
Injuries to persons.....	462 65	24 35	487 00
Total	\$81,800 17	\$1,674 19	\$83,474 36
Grand total operating expenses	\$189,805 06	\$9,990 18	\$199,795 24

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$6,876,322 64
Cost of equipment	165,201 23
<i>Current assets, as follows, viz:</i>	
Cash on hand.....	41,063 06
Due by agents	756 84
Open accounts	519,848 14
Materials and supplies.....	17,518 14
Sundries	2,500 00
Profit and loss (deficiency)	171,418 25
	\$7,794,624 30

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	6,800,000 00
<i>Current liabilities, as follows, viz:</i>	
Interest on funded debt due and accrued	41,756 67
Dividends unpaid and coupons due Staten Island Railway shareholders, October 1, 1886.....	26,953 35
Audited vouchers and pay-rolls.....	84,023 38
Loans and bills payable	271,890 90
Sundries, premium on second mortgage bonds.....	70,000 00
	\$7,794,624 30

TRAFFIC AND MILEAGE STATISTICS.

Total, all local.

Number of passengers carried.....	4,427,166
Number of passengers carried one mile.....	15,495,081
Number of tons of freight carried	4,127
Number of tons of freight carried one mile.....	83,016
Passenger train mileage	176,475
Freight train mileage.....	7,874
All other train mileage	11,689
Total train mileage.....	196,038

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$290,807 55	\$189,805 06	\$101,002 49
Average per passenger carried.....	066	043	023
Average per passenger per mile.....	019	018	006
Average per passenger train per mile.....	1 65	1 08	57
Freight earnings and expenses (including miscellaneous earnings).....	7,806 93	9,990 18	
Average per ton of freight carried.....	1 91	2 43	
Average per ton of freight per mile	24	30	
Average per freight train per mile....	92	1 26	

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents
Average rate received per mile for carrying passengers, all classes.....	1.6
Average rate received per mile per ton for carrying freight, all classes.....	24

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Total miles, all in N. Y. State.
Main line from Erastina to Tottenville, single track.....	6.3	12.7	19
Second track on main line	6.3	.....	6.3
Sidings and turnouts on main line.....	.....	.91	.91
Grand total of tracks, sidings and turnouts.....	12.6	13.61	26.21
Laid with steel rail, main line.....	6.3	7.4	13.7
Laid with iron rail, main line .....	.....	5.3	5.3

Average life of rails—steel, 8 years, iron, 6 years; average life of ties, 6 years; weight of rails—steel, maximum, 60 lbs., minimum, 56 lbs.; iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and stone.

BRIDGES.	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number	Aggregate length.
Iron bridge	1	Prod. 40
Wooden trestles.....	7	5,357
Total	8	5,371

EQUIPMENT.	Number owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	5	4	9	\$5,400	70,000	.. ..	9	9
First-class passenger cars..	51	13	64	3,000	35,000	10	54	54
Box freight cars	4	3	7	\$800	20,000	9	7	7
Flat freight cars.....	4	4	8	300	16,000	9	..	4
Total	8	7	15	.. ..	.. ..	.. ..	7	11

Eames' vacuum brake and Janney coupler are used on passenger and freight cars. Stub and split switches are used, the latter almost entirely.

* Should be 1.8 cents.—R. R. Commissioners.

STATEN ISLAND RAPID TRANSIT.

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MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$181,824 38
Length of steel rails laid during year in repairs, miles.....	25
Highway crossings at grade without protection.....	17
Highway crossings at grade protected by gates or flagmen.....	25
Highway crossings over or under grade.....	2
Overhead obstructions less than 20 feet above track.....	2

Passenger cars heated by steam and stoves, lighted by lamps and ventilated by dome ventilators.

Receive from the United States Government for transportation of mails, \$164.01 per quarter.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	1,917	46
Grain.....	643	16
Meats and provisions.....	790	20
Lumber.....	80	1
Pig and bar iron and steel.....	600	14
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	42	1
All other manufactures.....	60	1
All other agricultural products.....	45	1
Total.....		100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	1	1	2
Others.....	4	3	7
Totals.....	6	4	10

EMPLOYEES.

Average number of persons employed (including officials) during year..... 481

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
J. FRANK EMMONS.....	President.....	Foot Whitehall street, N. Y. city.
THOS. M. KING.....	Vice-President.....	Foot Whitehall street, N. Y. city.
FRANK S. GANNON.....	General Superintendent	Foot Whitehall street, N. Y. city.
WM. KENTGEN.....	Secretary.....	Foot Whitehall street, N. Y. city.
W. H. JAMES.....	Treasurer.....	Baltimore, Md.

DIRECTORS OF THE COMPANY.

Name.	Residence.
J. F. EMMONS.....	Clifton, S. I., N. Y.
ERASTUS WIMAN.....	New Brighton, S. I., N. Y.
H. HOLTON WOOD.....	New Brighton, S. I., N. Y.
A. B. BOARDMAN.....	New Brighton, S. I., N. Y.
JAMES M. DAVIS.....	Grymes Hill, S. I., N. Y.
CHARLES WATROUS.....	New York city.
THOMAS M. KING.....	Baltimore, Md.

<i>Names.</i>	<i>Residence.</i>
D. H. BATES	New York city.
E. A. LESLIE	New York city.
C. S. SEDGWICK	New York city.
E. J. D. CROSS	Baltimore, Md.
A. C. ROSE	New York city.
C. P. CRAIG	New York city.

Title of company, The Staten Island Rapid Transit Railroad Company.

General offices at Foot Whitehall Street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in April.

For information concerning this report, address E. Curry, Assistant Treasurer.

STERLING MOUNTAIN.

(Date of charter, May 18, 1864.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter, issued for actual cash and now outstanding.....	16,000	\$80,000	\$80,000
Number of stockholders.....			

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Income bonds	May 2, 1881	..	P.c. 7	February 1...	\$475,674	\$475,674	\$475,674

COST OF ROAD AND EQUIPMENT.

ROAD.

	Total cost up to Sept. 30, 1896.
Grading, masonry, ballast, bridges, fences and superstructure (including ties), rails	\$282,933 00
Land and land damages	12,554 19
Passenger and freight stations, engine and car houses, shops, machinery and tools, fuel and water stations.....	10,901 25
Engineering expenses.....	5,219 79
Total cost of road.....	\$310,905 23

EQUIPMENT.

Locomotives.....	\$47,700 00
Freight and other cars	142,253 79
Total cost of equipment	\$189,953 79
Grand total cost of road and equipment.,	\$500,859 02

* If earned.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$26,017 15
Less operating expenses (excluding all taxes)	19,370 11
Net earnings from operation	\$6,647 04
<i>Income from other sources, as follows, viz.:</i>	
Rents	717 42
Gross income from all sources	\$7,364 46
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$13,557 97
Taxes on property used in operation of road	251 15
Taxes on earnings and capital stock	188 64
	13,997 76
Deficit for year ending September 30, 1886	\$6,633 80

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$6,633 80
Deficit up to September 30, 1885	212,759 98
Total deficit September 30, 1886	\$219,393 23

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

	Passenger.	Freight.	Total.
Freight		\$25,170 40	
Passengers	\$846 75		
Total gross earnings	\$846 75	\$25,170 40	\$26,017 15

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track	}		
Repairs of roadbed			\$5,156 17
Repairs of bridges (including culverts and cattle-guards)			
Repairs of stations, shops, docks, etc.			403 98
Repairs of fences			851 00
Total			\$6,411 15
<i>Maintenance of equipment:</i>			
Repairs of locomotives		\$630 01	
Repairs of cars		3,236 02	
Total			\$3,866 03
<i>Conducting transportation:</i>			
Wages of conductors and men	}	\$3,019 89	
Wages of engineers and firemen		1,690 71	
Fuel for locomotives		562 03	
Oil and waste			
Total			\$5,272 63
<i>General expenses:</i>			
Salaries of general officers and clerks	}	\$8,820 80	
General office expenses and supplies			
Stationery and printing			
Grand total operating expenses			\$19,370 11

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$310,908 21
Cost of equipment	189,959 77
<i>Current assets, as follows, viz.:</i>	
Materials and supplies	4,535 35
Profit and loss (deficiency)	219,833 23
	<hr/> \$724,796 60
LIABILITIES.	
Capital stock	\$80,000 00
Funded debt	475,674 00
<i>Current liabilities, as follows, viz.:</i>	
Audited vouchers and pay-rolls	925 54
Open accounts	319 27
Sundries	167,574 77
	<hr/> \$724,796 60

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	4,597
Number of passengers carried one mile	23,955
Number of tons of freight carried	69,173
Number of tons of freight carried one mile	406,789
	<hr/>
Total train mileage, mixed	9,696
	<hr/>
ITEM.	
Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	3
Average rate received per mile per ton for carrying freight, all classes	4

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Sterlington to Lakeville, single track	7.4
Sidings and turnouts on main line	1
Grand total of tracks, sidings and turnouts	8.4
	<hr/>
Laid with steel rail, main line	3.75
Laid with iron rail, main line	4.65
	<hr/>
Weight of rails per yard — steel, 56 lbs., iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.	
EQUIPMENT.	
Locomotives, six drivers	No. owned. 2
	<hr/>
Freight cars	144
Caboose, four-wheel car	1
Total	145
	<hr/>
DESCRIPTION OF FREIGHT MOVED.	
Pig and bar iron and steel	} Tons. 68,558
Iron or other ores	
Coal and coke	
All other merchandise	
Total	69,173

* Should be 8.68 cents. } R. R. Commissioners.
 † Should be 6.18 cents. }

STERLING MOUNTAIN.

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NUMBER OF ACCIDENTS.

Employee injured 1

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. W. HUMPHREYS	President.....	45 William st., New York city.
LOUIS C. CLARK...	Treasurer.....	45 William st., New York city.
JAMES M. SCOFIELD..	Secretary.....	45 William st., New York city.
E. B. WILSON.....	Superintendent....	Sterlington, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
A. W. HUMPHREYS.....	New York city.
S. L. M. BARLOW.....	New York city.
LOUIS C. CLARK.....	New York city.
E. S. HAMILTON.....	New York city.
P. T. BARLOW.....	New York city.
JAMES P. SCOTT.....	Philadelphia, Pa.
HARRY E. DODGE.....	New York city.

Title of company, Sterling Mountain Railway Company.

General offices at 45 William street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Tuesday in April.

For information concerning this report, address A. W. Humphreys, President.

STONY CLOVE AND CATSKILL MOUNTAIN.

(Date of charter, January 18, 1881.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	2,000	\$200,000	
Issued for actual cash and now outstanding.	1,240	124,000	\$124,000

Number of stockholders..... 19

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage ...	April 1, 1881	30	P. C. 5	April & Oct.	\$210,000	\$210,000	\$210,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$3,041 29	\$152,198 83
Bridges.....	210 20	16,619 01
Superstructure (including ties) and rails.....	687 21	98,626 30
Land, land damages and fences.....		7,804 41
Passenger and freight stations.....		3,760 21
Engine and car-houses.....		3,341 90
Shops, machinery and tools.....	253 71	977 81
Fuel and water stations.....		1,022 62
Engineering expenses.....		4,525 42
Total cost of road.....	\$4,142 41	\$288,876 01
EQUIPMENT.		
Locomotives.....	\$4,061 40	\$26,540 25
Passenger cars.....	20 54	20,234 10
Mail, baggage and express cars.....		8,090 49
Freight and other cars.....		
Total cost of equipment.....	\$4,081 94	\$54,864 84
Grand total cost of road and equipment.....	\$8,224 35	\$343,740 85

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New masonry abutments and piers at Edgewood and Kaaterskill Junction..	\$3,041 29
Sidings at Hunter.....	210 20
Fences.....	687 21
New derrick.....	253 71
Exchange of locomotives.....	4,061 40
Extra springs.....	20 54
Total.....	\$8,224 35

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$43,744 68
Less operating expenses (excluding all taxes).....	27,418 10
Gross income from all sources.....	\$16,326 58
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$10,500 00
Taxes on property used in operation of road.....	1,234 37
Taxes on earnings and capital stock.....	335 37
Taxes other than above.....	72 99
Interest on floating debt.....	157 12
	12,299 85
Net income from all sources.....	\$4,026 73
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 5 per cent on \$124,000 stock.....	6,200 00
Deficit for year ending September 30, 1886.....	\$2,173 27
GENERAL INCOME ACCOUNT.	
Deficit for year ending September 30, 1886, as shown.....	\$2,173 27
Surplus up to September 30, 1885.....	10,489 30
Total surplus September 30, 1886.....	\$8,316 03

STONY CLOVE AND CATSKILL MOUNTAIN.

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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$14,088 70	\$14,088 70
Passengers, local	\$27,973 95		27,973 95
Mail	796 55		796 55
Express	565 48		565 48
Special newspaper trains		320 00	320 00
Total gross earnings	\$29,335 98	\$14,408 70	\$43,744 68

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of roadbed and track	\$5,464 13	\$2,732 07	\$8,196 20
Repairs of bridges (including culverts and cattle-guards)	108 63	54 82	162 95
Repairs of stations, shops, docks, etc.	44 49	22 24	66 73
Repairs of fences	2 13	1 07	3 20
Other expenses for maintenance of way and structures	20 95	10 47	31 42
Total	\$5,640 33	\$2,820 17	\$8,460 50

Maintenance of equipment :

Repairs of locomotives	\$721 64	\$360 82	\$1,082 46
Repairs of cars	1,078 32	799 71	1,878 08
Repairs of machinery and tools	4 07	2 03	6 10
Other expenses for maintenance of equipment	2 00	1 00	3 00
Total	\$1,806 03	\$1,163 56	\$2,969 59

Conducting transportation :

Wages of conductors and men	\$2,040 17	\$1,020 08	\$3,060 25
Wages of engineers and firemen	1,190 80	595 89	1,786 19
Fuel for locomotives	2,362 62	1,181 31	3,543 93
Oil and waste	95 81	47 90	143 71
Water supply	420 02	210 00	630 02
Other train supplies or expenses	70 95	35 47	106 42
Wages of station agents and clerks	820 33	410 17	1,230 50
Wages for labor at stations	257 35	128 68	386 03
Station supplies	40 73	20 36	61 09
Wages of watchmen, flagmen and switchmen	370 20	185 09	555 29
Other expenses for conducting transportation	95 96	47 98	143 94
Total	\$7,764 94	\$3,882 43	\$11,647 37

General expenses :

Salaries of general officers and clerks	\$2,266 66	\$1,133 34	\$3,400 00
General office expenses and supplies	152 60	76 29	228 89
Stationery and printing	181 79	90 89	272 68
Outside agencies and advertising	97 66	48 82	146 48
Loss and damage of freight		6 00	6 00
Injuries to persons	20 73	10 87	31 10
Mileage of cars of other companies (debit balance)	86 33	43 16	129 49
Other general expenses	84 00	42 00	126 00
Total	\$2,889 77	\$1,450 87	\$4,340 64
Grand total operating expenses	\$18,101 07	\$9,317 03	\$27,418 10

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$288,876 01
Cost of equipment.....		54,864 84
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$5,159 65	
Due by agents.....	2,969 22	
Open accounts.....	5,430 04	
Materials and supplies.....	175 50	
		18,724 41
		<u>\$357,475 26</u>
LIABILITIES.		
Capital stock.....		\$124,000 00
Funded debt.....		210,000 00
<i>Current liabilities, as follows, viz.:</i>		
Audited vouchers and pay-rolls.....	\$15,134 27	
Open accounts.....	24 96	
		15,159 23
Profit and loss (surplus).....		8,316 03
		<u>\$357,475 26</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local
Number of passengers carried.....	34,808
Number of passengers carried one mile.....	352,122
Number of tons of freight carried.....	13,416
Number of tons of freight carried one mile.....	179,649
Total train mileage, mixed.....	<u>30,070</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$29,835 98	\$18,101 07	\$11,234 91
Average per passenger carried.....	8427	52	3227
Average per passenger per mile.....	0825	0509	0316
Average per passenger train per mile.....	9755	6019	3736
Freight earnings and expenses (including miscellaneous earnings).....	14,405 70	9,817 08	5,091 67
Average per ton of freight carried....	1 07398	69439	37959
Average per ton of freight per mile ..	0802	0519	0283
Average per freight train per mile....	4791	3098	1693

ITEM.	Local, cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile, for carrying passengers, all classes.....	*8.25
Average rate received per mile per ton for carrying freight, all classes.....	8.02

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Phoenicia to Hunter, single track.....	14.30
Sidings and turnouts on main line.....	.614
Grand total of tracks, sidings and turnouts.....	14.914
Laid with steel rail, main line.....	14.914
Weight of rails per yard, 42 pounds; gauge of track, 3 feet; ballasted with gravel.	

* Should be 7.88 cents.— R. R. Commissioners.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		<i>Feet.</i>
Wooden bridges.....	3	289
Wooden trestles.....	2	352
Total.....	5	641

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers	2	\$13,270 12	46,000	2	.....
First-class passenger cars	7	\$2,290 58	18,000	7	7
Baggage, mail and express cars	2	2,100 00	16,000	2	2
Total	9	.....	.....	9	9
Box freight cars	2	\$485 35	14,000	.....	.....
Flat freight cars	7	421 68	10,000	.....	.....
Sets transfer trucks.....	12	285 85	8,000	.....	.....
Service cars	5	148 75	200	.....	.....
Total.....	26	.....	.....	.....	.....

Westinghouse automatic air-brake and Miller coupler are used on passenger cars, and old hand brake and coupler with link and pin on freight cars.

The old stub switch is now in use, but we are gradually changing to the split switch.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$41,250
Highway crossings at grade without protection.....	5
Highway crossing over or under grade.....	1
Overhead obstruction less than 20 feet above track.....	1

Passenger cars are heated by stoves, lighted by oil lamps and ventilated by windows in top of car and drop window in door.

The American Express Company runs over this line and pays 25 cents per 100 lbs. on merchandise and 20 cents per 100 lbs. on fresh meat.

Receive from United States Government for transportation of mails \$800.97 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	880	2.832
Grain.....	450	3.354
Feed and meal.....	887	6.617

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Meats and provisions.....	214	1.5%
Live stock.....	10	.074
Lumber.....	1,209	9.01 ¹⁰
Pig and bar iron and steel.....	6	.044
Coal.....	830	6.1 ¹⁰
Petroleum and other oils.....	85	.633
Chair stock.....	2,475	18.44 ⁸
All other manufactures.....	166	1.23 ⁷
Stone.....	4,021	29.97 ⁹
All other agricultural products.....	180	1.341
All other articles not included above.....	2,503	18.657
Total.....	13,416	100

NUMBER OF ACCIDENTS.

Employees, injured..... 1

EMPLOYEES.

Average number of persons employed (including officials) during year 30
 Aggregate amount of salaries and wages paid them during year..... \$21,876 16

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL D. COYKENDALL.....	President.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Vice-Pres't and Gen'l Supt.....	Rondout, N. Y.
SAMUEL COLES.....	Secretary and Treasurer.....	Rondout, N. Y.
OSCAR L. EASTMAN.....	Auditor.....	Rondout, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Rondout, N. Y.
ABEL A. CROSBY.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
JAMES G. LINDSLEY.....	Rondout, N. Y.
ISAAC M. NORTH.....	Rondout, N. Y.
SAMUEL COLES.....	Rondout, N. Y.
PETER E. SCHOONMAKER.....	Rondout, N. Y.
HORATIO S. LOCKWOOD.....	Hunter, N. Y.
JOHN DAWSON.....	New York city.
HENRY C. SWAIN.....	New York city.
JOEL W. MASON.....	New York city.

Title of company, Stony Clove and Catskill Mountain Railroad Company.

General office, at Rondout, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in January.

For information concerning this report, address S. D. Coykendall, President.

SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR.

LESSEE—NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, October 16, 1868.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	10,000	\$1,000,000	
Issued for actual cash and now outstanding.	5,000	\$500,000	\$500,000

Number of stockholders 17

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Mortgage bonds...	July 1, 1870	30	p.c. 7	Jan. and July	\$1,000,000	\$1,000,000	\$1,000,000

COST OF ROAD.

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Grading and masonry	\$816 97	\$269,177 23
Ballast	2,027 88	6,405 50
Bridges		146 75
Superstructure (including ties) and rails.....	6,708 13	602,252 09
Land and land damages		215,914 16
Fences		5,381 92
Passenger and freight stations	5,685 29	35,132 33
Engine and car houses		11,721 03
Fuel and water stations		1,856 18
Engineering expenses		68,042 54
Interest and discount charged to construction		650,000 00
Telegraph line	320 86	320 86
Total cost of road	\$15,008 63	\$1,866,350 64

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,866,350 44
Current assets.....	88 42
	<u>\$1,866,437 86</u>
LIABILITIES.	
Capital stock.....	\$500,000 00
Funded debt.....	1,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Erie Railway Company advances.....	281,736 54
New York, Lake Erie and Western Railroad Company advances.....	84,700 52
	<u>\$1,866,437 06</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN KING.....	President.....	21 Cortlandt st., N. Y. city.
A. R. MACDONOUGH.....	Secretary.....	P. O. Box 839, N. Y. city.
EDWARD WHITE.....	Treasurer.....	P. O. Box 839, N. Y. city.
BENJ. THOMAS.....	General Superintendent...	Jersey City, N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN KING.....	New York city.
SAMUEL M. FELTON, JR.....	New York city.
GEO. W. QUINTARD.....	New York city.
WILLIAM LIBBEY.....	New York city.
OGDEN MILLS.....	New York city.
WILLIAM A. WHEELLOCK.....	New York city.
WILLIAM WHITEWRIGHT.....	New York city.
AUG. R. MACDONOUGH.....	New York city.
JOHN N. ABBOTT.....	New York city.
ANDREW DONALDSON.....	New York city.
J. S. HAMMOND.....	New York city.
R. G. TAYLOR.....	Buffalo, N. Y.
A. J. McDOWELL.....	New York city.

Title of company, Suspension Bridge and Erie Junction Railroad Company.

General offices at 21 Cortlandt street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, last Tuesday in November.

For information concerning this report, address A. R. Macdonough, Secretary.

SYRACUSE, BINGHAMTON AND NEW YORK.

(Date of charter, April 30, 1857.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	25,000	\$2,500,000
Number of stockholders.....		43

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
Second mortgage.....	June 1, 1867	20	p.c. 7	June & Dec	\$600,000	\$270,000
First consolidated mortgage.....	Oct. 12, 1876	30	7	April & Oct	2,500,000	1,750,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast		\$646,819 65
Bridges		56,879 56
Superstructure (including ties) and rails.....		387,240 39
Land, land damages and fences.....	\$600 00	30,780 07
Passenger and freight stations.....		40,491 69
Engine and car houses, shops, machinery and tools, and fuel and water stations.....		139,192 26
Engineering expenses.....		15,851 21
Purchase of constructed road.....		2,801,227 12
Total cost of road.....	\$600 00	\$4,166,981 95
EQUIPMENT.		
Locomotives		\$77,275 67
Passenger, mail, baggage and express cars		85,716 70
Freight and other cars	\$2,890 35	320,221 86
Total cost of equipment.....	\$2,890 35	\$433,214 23
Grand total cost of road and equipment	\$3,490 35	\$4,600,196 18

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Gates.....	\$600 00
Three box and four flat freight cars.....	2,890 35
Total.....	\$3,490 35

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$742,024 13
Less operating expenses (excluding all taxes)		392,448 57
Gross income from all sources		\$349,580 56
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$141,400 00	
Taxes on property used in operation of road	42,161 88	183,561 88
Taxes on earnings and capital stock		
Net income from all sources		\$166,018 68
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 6½ per cent on \$2,500,000 stock		162,500 00
Surplus for year ending September 30, 1886		\$3,518 68

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$3,518 68
Surplus up to September 30, 1885.....	270,106 77
	<hr/> \$273,625 45
Less dividend of two per cent payable October 27, 1885, from surplus of previous year.....	50,000 00
Total surplus September 30, 1886.....	<hr/> \$223,625 45

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$447,572 91		
Freight, local.....	71,068 92		
		\$518,641 83	\$518,641 83
Passengers, through.....	\$46,752 86		
Passengers, local.....	123,618 38		
	\$170,371 24		170,371 24
Mail.....	9,886 56		9,886 56
Express.....	38,742 74		38,742 74
Miscellaneous, as follows, viz.:			
Rents.....	\$3,885 50		
Telegraph.....	496 26		
	1,665 07	2,716 69	4,381 76
Total gross earnings.....	\$220,665 61	\$521,358 52	\$742,024 13

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track.....	\$11,029 21	\$17,995 02	\$29,024 23
Steel rails laid, 355 tons.....	3,762 82	6,189 35	9,952 17
Repairs of roadbed.....	18,928 94	30,864 06	49,813 00
Repairs of bridges (including culverts and cattle-guards).....	5,996 00	9,782 95	15,778 95
Repairs of stations, shops, docks, etc.....	7,161 17	11,684 03	18,845 20
Repairs of fences.....	2,197 63	3,585 61	5,783 24
Total.....	\$49,075 77	\$80,071 02	\$129,146 79
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$10,699 40	\$14,491 02	\$25,190 42
Repairs of cars.....	7,359 43	29,791 32	37,150 75
Repairs of machinery and tools.....	2,108 15	3,481 45	5,589 60
Other expenses for maintenance of equipment.....	3,304 13	5,390 92	8,695 04
Total.....	\$23,466 10	\$58,104 71	\$81,570 81
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$9,881 61	\$10,841 83	\$20,723 44
Wages of engineers and firemen.....	8,057 69	18,430 43	26,488 12
Fuel for locomotives.....	22,500 57	36,711 46	59,212 03
Oil and waste.....	1,981 66	2,261 03	4,242 69
Water supply.....	789 86	1,288 78	2,078 64
Other train supplies or expenses.....	4,467 07	3,077 84	7,544 91
Wages of station agents and clerks.....	4,525 23	7,383 27	11,908 50
Wages for labor at stations.....	811 84	20,435 09	21,246 93
Station supplies.....	477 64	779 32	1,256 96
Wages of watchmen, flagmen and switchmen.....	3,848 55	6,279 22	10,127 77
Other expenses for conducting transportation.....	358 08	576 05	934 13
Total.....	\$57,694 28	\$102,554 27	\$160,248 55

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES—(Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$3,700 22	\$6,087 19	\$9,787 41
Stationery and printing.....	23 52	88 89	61 91
Outside agencies and advertising.....	275 64	449 74	725 38
Legal expenses.....	212 43	346 60	559 03
Damage to cattle and property.....	157 18	256 37	413 50
Injuries to persons.....	3,427 77	5,592 69	9,020 46
Mileage of cars of other companies (debit balance)		4,744 73	4,744 73
Other general expenses.....	461 70	753 30	1,215 00
Total	\$8,258 41	\$18,219 01	\$26,477 42
Grand total operating expenses	\$188,494 56	\$253,949 01	\$392,443 57

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....		\$4,166,981 95
Cost of equipment.....		438,214 23
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$8,168 63	
Open accounts.....	274,195 07	
Materials and supplies.....	23,898 91	
		311,762 61
		<u>\$4,911,958 79</u>

LIABILITIES.

Capital stock.....		\$3,500,000 00
Funded debt.....		2,020,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$68,950 00	
Dividends unpaid.....	4,872 00	
Audited vouchers and pay-rolls.....	57,594 04	
Open accounts.....	36,817 30	
		168,333 34
Profit and loss (surplus).....		223,625 45
		<u>\$4,911,958 79</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	34,332	204,447	238,779
Number of passengers carried one mile	1,926,828	4,709,833	6,636,161
Number of tons of freight carried	1,342,117	64,082	1,406,199
Number of tons of freight carried one mile	82,825,781	1,951,742	84,777,523
Passenger train mileage.....	.....	.....	252,452
Freight train mileage.....	.....	.....	410,092
Total train mileage.....	.....	.....	662,544

REPORT OF THE RAILROAD COMMISSIONERS.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$220,665 61	\$188,494 56	\$32,171 05
Average per passenger carried.....	92	58	34
Average per passenger per mile.....	0882	0208	0154
Average per passenger train per mile.....	87	55	32
Freight earnings and expenses (including miscellaneous earnings).....	521,358 52	253,949 01	267,409 51
Average per ton of freight carried....	37	18	19
Average per ton of freight per mile....	00614	00299	00315
Average per freight train per mile....	1 27	62	65

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
Average rate received per mile for carrying passengers, first class.....	Cents. 3	Cents. 3	Cents. 3
Average rate received per mile for carrying passengers, second class.....	2	2	2
Average rate received per mile for carrying passengers, all classes.....	2.427	2.625	2.567
Average rate received per mile per ton for carrying freight, all classes.....	.5404	3.641	.612

DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles owned, all in N. Y. State.
Main line from Binghamton to Geddes, single track.....	81
Second track on main line.....	31.50
Sidings and turnouts on main line.....	34.75
Grand total of tracks, sidings and turnouts.....	147.25
Laid with steel rail, main line.....	125.65
Laid with iron rail, main line (sidings).....	21.60

Average life of rails—steel, 15 years, iron, 5 years; average life of ties, 8 years; weight of rails per yard—steel, maximum, 87 lbs., minimum 60 lbs.; iron, maximum 60 lbs., minimum 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	28	For 1,306.64
Wooden bridges.....	19	299.34
Total.....	47	1,606

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, pounds.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotive, 8 drivers.....	1	\$7,000	154,000	15	.....	.....
Locomotives, 6 drivers.....	7	9,000	148,000	15	.....	.....
Locomotives, 4 drivers.....	12	9,000	140,600	25	7	1
Total.....	20	.....	.....	.....	7	1
First-class passenger cars.....	6	\$3,500	42,000	15	6	6
Second-class passenger cars.....	4	1,500	42,000	15	4	4
Baggage, mail and express cars.....	2	1,500	38,000	15	2	2
Total.....	12	.....	.....	.....	12	12
Box freight cars.....	484	\$400	24,800	10	.....	.....
Stock freight cars.....	3	350	20,000	10	.....	.....
Flat freight cars.....	83	235	18,000	10	.....	.....
Caboose, 4-wheel cars.....	4	350	16,000	10	.....	.....
Caboose, 6-wheel cars.....	4	400	24,000	10	.....	.....
Service cars.....	76	167	5,423	10	.....	.....
Total.....	654	.....	.....	.....	.....	.....

Westinghouse air brake and Miller coupler are used on passenger cars, and hand-brake and link coupler on freight cars.

Twenty-five Horton drop, and balance split switches, are used on main track.

MISCELLANEOUS STATISTICS.

Entire line, all in N. Y. State.

Telegraph owned and operated by company, miles.....	81
Total assessed value of real estate and personal property of company.....	\$2,324,503
Length of steel rails laid during year in repairs.....	3.44
Railroads crossing road at grade.....	4
Highway crossings at grade without protection.....	73
Highway crossings at grade protected by gates or flagmen.....	11
Highway crossings over or under grade.....	3
Overhead obstructions less than twenty feet above track.....	3

Passenger cars are heated by Spear stoves and heaters, lighted by oil lamps, and ventilated by Creamer and Globe ventilators.

United States Express Company runs over this line and pays about \$3,200 per month.

Pullman's sleeping and parlor cars, owned jointly by Pullman's Palace Car Company and the Delaware, Lackawanna and Western Railroad Company, are run over this line under an agreement with the latter company.

The following freight companies run over this line: Lackawanna line and Great Eastern line under agreement with the Delaware, Lackawanna and Western Railroad Company.

Contract with the United States Government for transportation of mails from July 1, 1885, per allotment, at \$9,886 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	18,465
Grain.....	33,048
Meats and provisions.....	7,106
Live stock.....	4,266
Lumber.....	48,250
Pig and bar iron and steel.....	18,009
Iron or other ores.....	11
Coal and coke.....	1,169,235
Petroleum and other oils.....	3,143

Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	Tonnage.
All other manufactures.....	8, 330
All other merchandise.....	27, 300
All other agricultural products.....	30, 000
All other articles not included above.....	7, 567
	38, 455

Total..... 1, 406, 179

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	6	1	7
Employees.....	2	1	3
Others.....	2	7	9
Total.....	10	9	19

EMPLOYEES.

Average number of persons employed (including officials) during year 568
 Aggregate amount of salaries and wages paid them during year..... \$397, 183 45

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
SAMUEL SLOAN.....	President.....	26 Exchange Place, New York city.
FREDERICK H. GIBBENS ...	Treasurer.....	26 Exchange Place, New York city.
FRED. F. CHAMBERS.....	Secretary.....	26 Exchange Place, New York city.
WM. F. HALLSTEAD.....	Gen'l Manager...	Scranton, Pa.
A. H. SCHWARZ.....	Aast. Supt.....	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
SAMUEL SLOAN.....	New York city.
PERCY R. PYNE	New York city.
GEORGE BLISS.....	New York city.
URIEL A. MURDOCK	New York city.
E. F. HOLDEN.....	Syracuse, N. Y.
FREDERICK H. GIBBENS.....	New York city.
FREDERICK F. CHAMBERS.....	New York city.
BENJAMIN G. CLARKE	New York city.
WILLIAM K. NIVER.....	Syracuse, N. Y.
MOSES TAYLOR PYNE	New York city.
EDGAR S. AUCHINCLOSS.....	New York city.
ARTHUR D. CHAMBERS.....	Orange, N. J.

Title of company, The Syracuse, Binghamton and New York Railroad Company.
 General offices at Syracuse, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Wednesday in December.

For information concerning this report, address Fred. F. Chambers, Secretary and Auditor.

SYRACUSE, GENEVA AND CORNING.

LESSOR.

LESSOR — FALL BROOK COAL COMPANY.

The Syracuse, Geneva and Corning Railway Company was formed as of the first day of October, 1885, by the consolidation of the previously existing company of that name (chartered August 27, 1875), and the Penn Yan and New York Railroad Company (char-

tered August 24, 1877). The line of the latter company extended from Penn Yan on Lake Keuka, to a connection with the line of the former company at Dresden, a distance of 6.43 miles.

The capital stock of the new company was fixed at \$1,325,000, being equal to the aggregate of those of the two former companies.

The lease of the former, Syracuse, Geneva and Corning line to the Fall Brook Coal Company as stated in previous reports, was amended so as to apply, on the same terms, to the new company's line, including the Penn Yan Branch.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	13,250	\$1,325,000	
Issued for actual cash.....	278	\$27,800	\$27,800
Issued on account of construction.....	12,972	1,297,200	
Total now outstanding.....	13,250	\$1,325,000	\$27,800
Number of stockholders.....			38

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage.....	Nov. 15, 1875	30	P.c. 7	{ May 15 Nov. 15 }	\$1,000,000	*\$97,000
Second mortgage.....	Mar. 1, 1879	30	5	{ March 1 Sept. 1 }	600,000	*600,000
Total.....					\$1,600,000	\$1,497,200

NOTE.—The first mortgage bonds have a sinking fund of one per cent per annum, under the application of which \$16,100 was taken up during the past year and the whole amount that has been taken up is \$102,800. They have also a guarantee under the provisions of a traffic agreement with the Fall Brook Coal Company.

COST OF ROAD.

Total cost up
to Sept. 30, 1886.

Grading, masonry and ballast.....	\$954,350 44
Bridges.....	408,637 01
Superstructure (including ties) and rails.....	1,020,999 72
Land and land damages.....	295,244 06
Fences.....	43,536 70
Passenger and freight stations.....	62,476 89
Engineering expenses.....	108,397 17
Telegraph line.....	3,310 50
Cost of constructing Penn Yan and New York Railroad.....	125,000 00
Total cost of road.....	\$3,019,953 99

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rent from Fall Brook Coal Company, lessee.....	\$212,973 83
Interest on deposits, etc.....	20,190 88
Gross income from all sources.....	\$233,164 21

* Issued to contractors to pay for construction.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$92,944 88	
Taxes on capital stock	2,400 00	
Salaries and office expenses	2,361 76	
		\$97,706 64
Net income from all sources		\$135,457 57
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 6 per cent on \$1,825,000 stock		79,500 00
Surplus for year ending September 30, 1886		\$55,957 57

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$55,957 57
Balance of assets received from the former companies entering into consolidation in excess of the liabilities assumed for them	411,408 94
Total surplus September 30, 1886	\$467,366 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$3,019,953 99
<i>Other permanent investments, as follows, viz.:</i>	
Cash, deposit to meet requirements of right of way now unsettled	223,936 84
<i>Current assets, as follows, viz.:</i>	
Cash on hand	66,812 09
	\$3,310,702 92
LIABILITIES.	
Capital stock	\$1,825,000 00
Funded debt	1,497,900 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	20,634 41
Profit and loss (surplus)	467,366 51
	\$3,310,702 92

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. J. MAGER	President	Corning, N. Y.
JOHN LANG	Vice-President	Corning, N. Y.
DANIEL BEACH	Secretary	Corning, N. Y.
E. D. WORCESTER	Treasurer	Grand Central Depot, N. Y. city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE J. MAGER	Watkins, N. Y.
DANIEL BEACH	Watkins, N. Y.
ABRAHAM S. STOTHOFF	Watkins, N. Y.
JOHN LANG	Watkins, N. Y.
ALONZO H. GORTON	Corning, N. Y.
ALEX. OLCOTT	Corning, N. Y.
EDWIN D. WORCESTER	New York city.
DWIGHT W. PARDEE	New York city.
ISAAC P. CHAMBERS	New York city.
CHAS. C. CLARKE	New York city.
SAMUEL F. BARGER	New York city.
CHAUNCEY M. DEPEW	New York city.
JAMES TILLINGHAST	Buffalo, N. Y.

Title of company, Syracuse, Geneva and Corning Railway Company.

General offices at Watkins, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address E. D. Worcester, Treasurer.

SYRACUSE, GENEVA AND CORNING.

LESSER.

* COST OF EQUIPMENT.

Total cost up to
Sept. 30, 1886.

Locomotives.....	\$450,825 00
Passenger cars.....	50,580 00
Mail, baggage and express cars.....	82,845 00
Freight and other cars.....	782,588 50
Total cost of equipment.....	\$1,266,580 50

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$688,921 48
Less operating expenses (excluding all taxes).....	460,589 95
Gross income from all sources.....	\$178,351 53
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$10,917 42
Taxes on earnings and capital stock.....	
Taxes other than above.....	
Rent of road paid S., G. & C. Ry. Co.....	212,978 83
	223,891 25
Deficit for year ending September 30, 1886.....	\$45,589 72

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through..... \$527,088 00			
Freight, local..... 50,509 47			
		\$577,547 47	\$577,547 47
Passengers, through..... \$3,272 45			
Passengers, local..... 40,286 43			
	\$49,508 88		49,508 88
Mail.....	5,814 54		5,814 54
Express.....	4,450 80		4,450 80
<i>Miscellaneous, as follows, viz.:</i>			
Union News Co..... \$75 00			
Extra baggage collector..... 170 87			
	245 87		245 87
Extra switching.....		1,858 92	1,858 92
Total gross earnings.....	\$59,520 09	\$579,401 89	\$638,921 48

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$6,518 09	\$42,479 02	\$49,997 11
Filling trestles.....	3,889 44	80,950 22	84,839 66
Repairs of bridges (including culverts and cattle-guards).....	1,914 60	17,394 12	19,308 72
Repairs to stations.....	233 92	1,637 96	1,871 88
Repairs of fences.....	574 18	3,073 18	3,647 31
New iron bridges.....	780 26	9,250 40	10,030 66
Other expenses for maintenance of way and structures, new sidings and changing water-courses.....	648 19	4,408 84	5,052 08
Total.....	\$14,558 63	\$110,188 74	\$124,747 37

* This equipment is employed in operating the Syracuse, Geneva and Corning Railway, the Corning, Cowanesque and Antrim Railway, and the Pine Creek Railway.

REPORT OF THE RAILROAD COMMISSIONERS.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).
OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$2,914 24	\$25,253 51	\$39,172 75
Repairs of cars.....	1,974 08	17,269 75	19,243 83
Repairs of machinery and tools.....	188 88	2,217 31	2,356 14
Total.....	\$6,027 15	\$54,745 57	\$60,772 72
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$6,621 12	\$43,183 26	\$49,804 38
Wages of engineers and firemen.....	4,912 82	40,990 98	45,903 80
Fuel for locomotives.....	4,416 20	30,145 00	34,561 20
Oil and waste.....	560 69	4,336 13	4,896 82
Water supply.....	100 00	500 00	600 00
Other train supplies or expenses.....	223 65	1,532 68	1,756 23
Wages of station agents and clerks.....	3,190 40	9,615 64	12,806 04
Wages for labor at stations.....	.....	3,797 61	3,797 61
Station supplies.....	109 25	593 70	702 95
Wages of watchmen, flagmen and switchmen.....	672 12	4,540 15	5,212 27
Total.....	\$20,806 25	\$139,235 05	\$160,041 30
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$750 00	\$3,583 33	\$4,333 33
General office expenses and supplies.....	115 25	983 27	1,098 52
Stationery and printing.....	764 95	1,731 64	2,496 59
Outside agencies and advertising.....	1,860 25	.....	1,860 25
Legal expenses.....	98 57	952 20	1,050 77
Loss and damage of freight and baggage.....	36 41	96 73	133 14
Damage to cattle and property.....	176 22	1,254 09	1,430 31
Injuries to persons.....	233 63	803 73	1,032 36
Telegraph maintenance and operation.....	1,109 88	6,400 45	7,509 33
Mileage of cars of other companies (debit balance).....	5,904 31	87,295 24	93,199 55
Other general expenses.....	868 19	495 72	868 91
Total.....	\$11,407 16	\$103,601 40	\$115,008 56
Grand total operating expenses.....	\$52,749 19	\$407,770 76	\$460,569 95

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried.....	3,911	146,727	150,638
Number of passengers carried one mile.....	168,312	2,378,082	2,546,394
Number of tons of freight carried.....	1,731,701	256,554	1,988,255
Number of tons of freight carried one mile.....	103,825,349	6,489,750	110,365,099
Passenger train mileage.....	.....	.....	109,219
Freight train mileage.....	.....	.....	490,596
Total train mileage.....	.....	.....	599,815

SYRACUSE, GENEVA AND CORNING.

625

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$59,520 09	\$52,799 19	\$6,720 90
Average per passenger carried.....	395	3505	0445
Average per passenger per mile.....	02338	0207	0026
Average per passenger train per mile.....	5449	4835	0614
Freight earnings and expenses (including miscellaneous earnings).....	579,401 39	407,770 76	171,630 63
Average per ton of freight carried.....	291	205	086
Average per ton of freight per mile....	00525	0037	0015
Average per freight train per mile....	1 181	831	35

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes	1.94
Average rate received per mile per ton for carrying freight, all classes.....	.52

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles leased, all in N. Y. State.
Main line from Corning to Geneva, single track	57.75
Branches or other roads, single track.....	6.43
Total single track	64.18
Sidings and turnouts on main line.....	18.62
Sidings and turnouts on branches or other roads.....	1.80
Total sidings and turnouts.....	20.42
Grand total of tracks, sidings and turnouts.....	84.60
Laid with steel rail, main line.....	57.75
Laid with steel rail, branches or other roads.....	6.43

Weight of rails per yard — steel, maximum, 76 lbs., minimum, 62 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

BRIDGES.	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	52	Feet. 3,023
Wooden bridges.....	4	490
Wooden trestles.....	3	1,250
Total	59	4,763

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Total number.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 8 drivers	17	\$10,800	167,300	6	.....
Locomotives, 6 drivers	24	10,800	148,500	10	.....
Locomotives, 4 drivers	14	10,800	128,490	14	.....
Total	55	.....	.....	30	.....
First-class passenger cars	13	\$4,500	45,000	13	12
Second-class passenger cars	8	2,800	42,000	5	5
Baggage, mail and express cars	8	2,400	42,000	8	5
Total	29	.....	.....	26	22
Box freight cars, 8-wheel	90	\$460	21,500	.....	.....
Gondola cars, 8-wheel	1,298	375	18,500	.....	115
Coal freight cars, 4-wheel	594	200	7,000	.....	.....
Flat lumber cars, 8-wheel	34	350	17,000	.....	.....
Caboose, 4-wheel cars	37	600	17,180	.....	.....
Caboose, 8-wheel car	1	550	23,200	.....	.....
Service cars	165	155	5,670	.....	.....
Total	2,214	.....	.....	.....	115

Westinghouse automatic air brake and Miller platform coupler used on passenger cars; ordinary hand-brake on freight cars.

The Lorenz improved switch used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles	58
Railroads crossing road under grade	2
Highway crossings at grade without protection	71
Highway crossings at grade protected by gates or flagmen	2
Overhead obstructions less than twenty feet above track	4

Passenger cars are heated by the Baker and the Searl heater, lighted with lamps (head-light oil), and ventilated by lattice ventilator in roof.

The American Express Company runs over this line; pays first-class rates; the railroad company furnishes cars and keeps same in repairs.

The following freight or transportation companies run over this line: The Blue Line, the White Line, the Red Line, Merchants' Despatch and Nickel Plate Line; terms, a pro rate of a fixed through rate; cars furnished by each of the lines; no preferences given.

The compensation for transportation of mails is fixed by the Post-Office Department at the rate of \$5,986.92 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	31,039	1.4
Grain	198,750	10
Meats and provisions	3,405	.1
Live stock	3,458	.1
Lumber	60,669	3
Pig and bar iron and steel	28,511	1.2

MISCELLANEOUS STATISTICS — (Continued).

ITEM.	Tonnage.	Per cent.
Iron or other ores.....	36,742	1.8
Coal and coke.....	1,888,909	70
Petroleum and other oils.....	5,099	.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	12,968	.7
All other manufactures.....	53,016	2.7
All other merchandise.....	98,808	5
All other agricultural products.....	87,197	1.9
All other articles not included above.....	34,694	1.7
Total.....	1,988,255	100

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	19	.....	19
Others.....	1	2	3
Total.....	20	2	22

EMPLOYEES.

Average number of persons employed (including officials) during year	398
Aggregate amount of salaries and wages paid them during year.....	\$253,590 99

OFFICERS OF THE LESSEE COMPANY.

Name.	Title.	Official Address.
GEORGE J. MAGEE	President.....	Corning, N. Y.
JOHN LANG.....	Vice-President, Sec'y and Treas ..	Corning, N. Y.
JOHN H. LANG.....	Assistant Treasurer.....	Corning, N. Y.
DANIEL BEACH.....	Counsel.....	Corning, N. Y.
GEORGE R. BROWN.....	General Superintendent.....	Corning, N. Y.
H. A. HORNING.....	Traffic Manager.....	Corning, N. Y.
WILLIAM NICHOLSON.....	Auditor.....	Corning, N. Y.
J. B. TERBELL.....	Car Accountant.....	Corning, N. Y.
ANTON HARDT	Chief Engineer.....	Corning, N. Y.

Title of lessee company, Fall Brook Coal Company.

General offices at Corning, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in December.

For information concerning this report, address John Lang, Treasurer.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$2,897 58	\$2,897 54	\$4,795 07
Repairs of cars	3,841 44	3,841 43	7,682 87
Repairs of machinery and tools	104 81	104 30	208 61
Other expenses for maintenance of equipment	1,381 28	1,381 28	2,762 56
Total	\$7,724 56	\$7,724 55	\$15,449 11
<i>Conducting transportation :</i>			
Wages of conductors and men	\$2,515 03	\$2,515 04	\$5,030 07
Wages of engineers and firemen	2,217 64	2,217 63	4,435 27
Fuel for locomotives	3,733 07	3,733 08	7,466 15
Oil and waste	408 28	408 27	816 55
Water supply	282 21	282 22	564 43
Other train supplies or expenses	54 63	54 63	109 25
Wages of station agents and clerks	2,829 95	2,829 95	5,659 90
Wages for labor at stations	234 75	234 75	469 50
Station supplies	115 15	115 16	230 31
Other expenses for conducting transportation	1,188 39	1,188 38	2,376 77
Total	\$13,579 10	\$13,579 10	\$27,158 20
<i>General expenses :</i>			
Salaries of general officers and clerks	\$2,919 25	\$2,919 25	\$5,838 50
General office expenses and supplies	105 78	105 77	211 55
Stationery and printing	248 69	248 70	497 39
Legal expenses	161 75	161 75	323 50
Loss and damage of freight and baggage	4 78	4 77	9 55
Damage to cattle and property	126 00	126 00	252 00
Telegraph maintenance and operation	450 00	450 00	900 00
Mileage of cars of other companies (debit balance)	2,470 87	771 98	3,242 85
Other general expenses	405 53	405 54	811 07
Total	\$6,899 65	\$5,198 76	\$12,098 41
Grand total operating expenses	\$39,754 15	\$38,055 24	\$77,809 39

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$1,860,307 26
Cost of equipment	18,715 85
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$813 96
Open accounts	\$33 86
Materials and supplies	975 22
Profit and loss (deficiency)	2,623 04
	119,563 90
	<u>\$2,001,229 55</u>
LIABILITIES.	
Capital stock	\$404,600 00
Funded debt	1,400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	153,000 00
Audited vouchers and pay rolls	8 50
Open accounts	33,621 05
Bonds and mortgages	4,000 00
	<u>\$2,001,229 55</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	861	94,517	95,378
Number of passengers carried one mile.....	26,918	1,482,068	1,508,981
Number of tons of freight carried.....		80,635	80,635
Number of tons of freight carried one mile.....		1,534,417	1,534,417
Passenger train mileage.....			177,886
Freight train mileage.....			207,176
Total train mileage.....			384,562

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$42,959 51	\$39,754 15	\$3,205 36
Average per passenger carried.....	4504	4168	0336
Average per passenger per mile.....	0285	0268	0022
Average per passenger train per mile.....	2422	2241	0181
Freight earnings and expenses (including miscellaneous earnings).....	45,545 76	38,055 24	7,490 52
Average per ton of freight carried.....	5648	4719	0929
Average per ton of freight per mile.....	0297	0248	0049
Average per freight train per mile.....	2198	1837	0361

ITEM.	Local, cents.
Computed on earnings from carrying passengers and freight only.....	
Average rate received per mile for carrying passengers, all classes.....	2.244
Average rate received per mile for carrying freight, all classes.....	2.67

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Syracuse to Earlville, single track.....	45.49
Sidings and turnouts on main line.....	2.60
Grand total of tracks, sidings and turnouts.....	48.09
Laid with steel rail, main line, etc.....	28
Laid with iron rail, main line.....	22.49
Laid with iron rail, branches or other roads.....	2.60

Weight of rails per yard — steel, maximum, 70 lbs., minimum, 56 lbs., iron, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted in part with gravel.

BRIDGES.	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	10	564
Wooden bridges.....	9	144
Wooden trestles.....	17	725
Cattle passes and water ways.....	32	247
Total.....	68	1,680

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Total num- ber owned.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.
Locomotives, four drivers	4	\$10,000	110,000	1
First-class passenger cars	3	.....	.....	.....
Second-class passenger cars	4	.....	.....	.....
Baggage, mail and express cars	5	.....	.....	.....
Total	12	.....	.....	.....
Box freight cars	43	.....	.....	.....
Flat freight cars	38	.....	.....	.....
Service cars	15	.....	.....	.....
Total	96	.....	.....	.....

Westinghouse air-brake used on first-class passenger coaches, and hand-brake on second-class coaches and freight cars.

Stub switches are used altogether.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company (3-10 owned by company), miles	43.5
Length of steel rails laid during year in repairs, miles	3
Railroads crossing road at grade	2
Railroad crossing road over or under grade	1
Overhead obstructions less than 20 feet above track	3

Passenger cars are heated by Spear heaters, lighted with head light oil and ventilated by Creamer ventilators.

The National Express Company runs over this line, at one and one-half first-class rates.

Contract with the United States Government for transportation of mail between Syracuse and Earlville, at \$2,348.34 per annum.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	747	.9
Grain	4,234	5.3
Meats and provisions	1,617	2
Live stock	550	.7
Lumber	6,796	8.4
Pig and bar iron and steel	159	.2
Coal and coke	17,149	21.3
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	2,151	2.7
All other manufactures	1,231	1.5
All other merchandise	4,069	5
All other agricultural products	615	.8
All other articles not included above	41,317	51.3
Total	80,635	100

NUMBER OF ACCIDENTS.	
Employees, injured	1
Others than passengers and employees, injured	1
Total injured	2

EMPLOYEES.	
Average number of persons employed (including officials) during year.....	97
Aggregate amount of salaries and wages paid them during year.....	\$46,018 40

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ASHBEL GREEN.....	President.....	5 Vanderbilt ave., N. Y. city.
JOSEPH P. ORD.....	Secretary and Treasurer..	5 Vanderbilt ave., N. Y. city.
ALBERT ALLEN.....	General Superintendent..	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ASHBEL GREEN	Tenafly, N. J.
ALLAN McCULLOH	Tenafly, N. J.
WM. C. GULLIVER	New York city.
JAS. G. JANEWAY	New York city.
JOHN J. MCCOOK	New York city.
SEVERYN B. SHARPE	Kingston, N. Y.
JOSEPH P. ORD	Englewood, N. J.
ALBERT ALLEN	Syracuse, N. Y.
GEORGE A. PORTER	Syracuse, N. Y.
WILLIAM KEARNEY	Syracuse, N. Y.
JOHN B. KERR.....	New York city.
CHARLES BARD	Norwich, Conn.
One vacancy.	

Title of company, Syracuse, Ontario and New York Railway Company.

General offices at 5 Vanderbilt avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address Joseph P. Ord, Secretary and Treas.

SYRACUSE, PHOENIX AND OSWEGO.

LESSOR.

LESSEE — ROME, WATERTOWN AND OGDENSBURG.

Articles of association of Syracuse, Phoenix and Oswego Railway Company were filed November 29, 1871. Route from Woodard's Junction, town of Clay, Onondaga county, to Fulton Junction, Oswego county.

Articles of association of Syracuse and North Western Railroad Co. were filed September 19, 1874. Route from Woodard's Station to Haymarket Square, in the city of Syracuse.

Agreement of consolidation by directors and stockholders of both above roads filed June 10, 1875. Name, Syracuse, Phoenix and Oswego Railway Company. Sold January 31, 1885, under judgment of the Supreme Court of New York; reorganized as Syracuse, Phoenix and Oswego Railway Company February 16, 1885. Leased to Rome, Watertown and Ogdensburg Railroad Company December 8, 1885.

Articles of association of Fulton and Oswego Railroad Company filed December 18, 1885. Route from northerly terminus of the Syracuse, Phoenix and Oswego Railway to a point on the Rome, Watertown and Ogdensburg Railroad in the city of Oswego. Completed to Broadway in the village of Fulton, January, 1886. Leased to the Rome, Watertown and Ogdensburg Railroad Company March 6, 1886.

Under agreement of consolidation made by the directors, ratified by the stockholders and filed April 22, 1886, the two above companies were consolidated into one company. Name, Syracuse, Phoenix and Oswego Railway Company.

REPORT OF THE RAILROAD COMMISSIONERS.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	6,600	\$660,000
Issued for Syracuse, Phoenix and Oswego Railway stock...	4,981	\$498,100
Issued for Fulton and Oswego Railroad stock.....	160	16,000
Reserved for Syracuse, Phoenix and Oswego stock under agreement of consolidation	19	1,900
Total now outstanding.....	5,160	\$516,000
Number of stockholders.....	13	

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage	Feb. 15, 1885	30	p.c. 6	Feb. & Aug.	\$400,000	\$175,000

Three hundred and fifty thousand dollars of bonds issued for construction. Under terms of lease to Rome, Watertown and Ogdensburg Railroad Company, all but \$175,000 were cancelled. The remaining \$50,000 unissued can only be issued after the completion of the road to Haymarket Square, Syracuse.

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Grading, masonry and ballast	\$6,757 66
Superstructure (including ties).....	2,649 78
Rails	2,538 00
Land	2,060 00
Land damages.....	15,374 90
Passenger and freight stations.....	2,010 00
Shops, machinery and tools.....	110 44
Engineering expenses.....	803 85
Interest and discount charged to construction	339 66
Road built by contract.....	672,800 00
Incidentals.....	2,387 36
Total cost of road.....	\$707,853 65

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$707,853 65
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LIABILITIES.

Capital stock	\$516,000 00
Funded debt.....	175,000 00
Current liabilities, as follows, viz.:	
Rental.....	16,853 65
	\$707,853 65

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHAS. PARSONS, JR.	President	96 Broadway, New York city.
WM. LUMMIS	Vice-President	96 Broadway, New York city.
WM. B. HULL	Secretary and Treas.	96 Broadway, New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHAS. PARSONS	New York city.
CLARENCE S. DAY	New York city.
WM. LUMMIS	New York city.
EDWIN PARSONS	New York city.
J. C. MCKENZIE	New York city.
CHAS. PARSONS, JR.	New York city.
J. Q. A. JOHNSON	New York city.
WM. B. HULL	New York city.
MAX B. RICHARDSON	Oswego, N. Y.
CHAR. F. LOOMIS	Phoenix, N. Y.
FORREST G. WEEKS	Fulton, N. Y.
W. G. GAGE	Fulton, N. Y.
WILLARD JOHNSON	Fulton, N. Y.

Title of company, Syracuse, Phoenix and Oswego Railway Company.

General offices at 96 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, December 28.

For information concerning this report, address W. B. Hull, Treasurer.

TIOGA (Pennsylvania).

REPORT OF THE TIOGA RAILROAD COMPANY FOR ITSELF, AND AS LESSEE OF THE ELMIRA-STATE LINE RAILROAD.

(Date of charter, 1852.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		PREFERRED.		Cash realized on amount outstanding.
	No. of shares	Par value.	No. of shares	Par value.	
Authorized by law or charter, common and preferred				\$1,000,000	
Issued for actual cash and now outstanding.	7,824	\$391,200	3,794	189,700	\$580,900
Number of stockholders					18

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount outstanding.
			Rate.	When payable.*	
*First mortgage bonds	1862	30	5 p.c.	May & Nov...	\$230,500
Third rail mortgage	1876	20	7	May & Nov...	125,000
Tioga extension	1875	30	7	April & Oct..	285,000
Elmira State Line	1875	20	7	April & Oct..	160,000
Total					\$789,500

* Extended for 30 years from November 1, 1885.

COST OF ROAD AND EQUIPMENT.

Cost of road and equipment, as per last report	\$1,467,511 02
Additions during year	5,096 70
*Total cost of road and equipment, September 30, 1886	\$1,472,607 72

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$392,454 36
Less operating expenses (excluding all taxes)	218,955 27
Gross income from all sources	\$174,498 99
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$51,539 44
Rentals	14,794 00
Taxes on property used in operation of road	1,259 26
Taxes on earnings and capital stock	3,958 09
Commissions extending bonds	5,987 50
	77,538 29
Surplus for year ending September 30, 1886	\$96,960 70

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$96,960 70
Surplus up to September 30, 1885	2,191,489 53
	\$2,288,450 23
Add for adjustment of sundry old accounts	1,971 13
Total surplus September 30, 1886	\$2,290,421 36

DETAILED STATEMENT OF RENTALS.

Elmira State Line Railroad, 7 per cent on \$29,200 stock	\$2,044 00
Arnot and Pine Creek Railroad, 5 per cent on \$255,000 stock	12,750 00
Total amount of rentals deducted from income	\$14,794 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$330,206 15	\$330,206 15
Passengers	\$54,023 60		54,023 60
Mail	4,210 52		4,210 52
Express	1,666 05		1,666 05
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$2,722 50		
Miscellaneous	625 54		
	1,116 01	2,233 03	3,348 04
Total gross earnings	\$61,016 18	\$332,438 18	\$393,454 36

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track			
Steel rails laid, 951 tons, 2,175 lbs. cost, \$5,045.51	\$14,173 15	\$42,275 38	\$56,448 53
Iron rails laid			
Repairs of roadbed			
Repairs of bridges (including culverts and cattle-guards)	2,361 09	6,680 21	9,041 30
Repairs of stations, shops, docks, etc	2,001 37	5,624 24	7,625 61
Repairs of fences	76 17	228 50	304 67
Other expenses for maintenance of way and structures	1,053 88	3,168 51	4,222 39
Total	\$19,607 66	\$57,976 84	\$77,644 50

*Details cannot be given.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).
OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives	\$2,974 28	\$9,949 94	\$12,924 22
Repairs of cars	7,816 64	8,129 64	15,946 28
Repairs of machinery and tools	845 55	956 59	1,802 14
Other expenses for maintenance of equipment	2,025 40	5,871 39	7,896 79
Total	\$18,161 87	\$24,907 56	\$38,069 43
<i>Conducting transportation :</i>			
Wages of conductors and men	\$7,162 34	\$16,888 65	\$23,500 99
Wages of engineers and firemen	5,453 85	15,970 38	21,424 18
Fuel for locomotives	4,928 15	14,070 62	18,998 77
Oil and waste	524 64	2,806 39	2,831 03
Water supply	114 32	842 86	457 18
Other train supplies or expenses	1,887 83	1,169 60	3,057 43
Wages of station agents and clerks	1,480 89	4,258 15	5,739 04
Wages for labor at stations	1,106 35	2,666 12	3,772 47
Station supplies	752 62	1,585 20	2,337 82
Wages of watchmen, flagmen and switchmen	185 25	1,025 69	1,210 94
Other expenses for conducting transportation	445 13	1,108 40	1,553 53
Total	\$24,041 37	\$60,842 01	\$84,888 38
<i>General expenses :</i>			
Salaries of general officers and clerks	\$905 06	\$2,517 11	\$3,422 17
General office expenses and supplies	75 00	225 00	300 00
Stationery and printing	116 92	815 69	432 61
Outside agencies and advertising	45 80	12 15	57 95
Legal expenses	60 46	181 40	241 86
Loss and damage of freight and baggage	140 00	.....	140 00
Damage to cattle and property and injuries to persons	52 45	378 10	430 55
Telegraph maintenance and operation	1,680 51	4,579 71	6,260 22
Mileage of cars of other companies (debit balance)	858 33	5,911 91	6,770 24
Other general expenses	75 61	226 85	302 46
Total	\$4,010 14	\$14,347 92	\$18,358 06
Grand total operating expenses	\$60,881 04	\$158,074 38	\$218,955 37

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$1,472,607 72
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	1,000 00
Other permanent investments	89,039 32
<i>Current assets, as follows, viz.:</i>	
Bills receivable	1,014,000 00
Open accounts	1,191,436 23
	\$3,718,083 27

LIABILITIES.

Capital stock	\$580,900 00
Funded debt	789,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	23,510 41
Dividends unpaid	342 00
Elmira State Line Railroad stock	29,200 00
Accrued rental of leased lines	4,209 50
Profit and loss (surplus)	2,290,421 36
	\$3,718,083 27

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried.....	152,794
Number of passengers carried one mile.....	2,044,174
Number of tons of freight carried.....	1,103,995
Number of tons of freight carried one mile.....	39,512,016
Passenger train mileage.....	96,102
Freight train mileage.....	904,727
All other train mileage.....	9,442
Total train mileage.....	310,177

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$61,016 18	\$60,881 04	\$135 14
Average per passenger carried.....	399	398	001
Average per passenger per mile.....	0299	0299	.....
Average per passenger train per mile.....	63	63	.....
Freight earnings and expenses (including miscellaneous earnings).....	332,433 18	158,074 33	174,353 85
Average per ton of freight carried....	30	143	137
Average per ton of freight per mile....	0084	004	0044
Average per freight train per mile....	1 07	50	57

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	2.655
Average rate received per mile per ton for carrying freight, all classes.....	.536

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all out-side N. Y. State.	MILES LEASED.		TOTAL MILES.	
		Length in N. Y. State.	Entire length.	Length in N. Y. State.	Entire length.
Main line from State Line Junction to Hoytville, Pa., single track.....	44.254	6.503	16.909	6.503	61.163
Branches or other roads, single track.....	8.564	.....	.....	.....	3.564
Total single track.....	47.818	6.503	16.909	6.503	64.727
Sidings and turnouts on main line.....	16.484	2.752	7.460	2.752	23.944
Sidings and turnouts on branches or other roads.....	1.646	.....	.....	.....	1.646
Total sidings and turnouts.....	18.130	2.752	7.460	2.752	25.590
Grand total of tracks, sidings and turnouts.....	65.948	9.255	24.869	9.255	90.317
Laid with steel rail, main line.....	27.227	.....	.....	.....	27.227
Laid with steel rail, branches or other roads..	.287	.....	.....	.....	.287
Laid with iron rail, main line.....	17.027	6.503	16.909	6.503	33.964
Laid with iron rail, branches or other roads..	3.277	.....	.....	.....	3.277

Average life of rails—iron, 7 years; average life of ties, 6 years; weight of rails per yard—steel, maximum, 63 lbs., minimum, 60 lbs., iron, maximum, 66 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel and cinders.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Length in New York State.	Entire length.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Elmira State Line	State Line J'c., N. Y.	Penn. State Line	5.503	6.503	Leased.	.....	6.503
Morris Run Branch	Blossburg, Pa.	Morris Run, Pa. ....	.....	3.564	Owned.	.287	3.277
Arnot and Pine Creek	New Mine J'c., Pa.	Hoytville, Pa. ....	.....	10.406	Leased.	.....	10.406

The Elmira State Line and the Arnot and Pine Creek Railroad are part of the main line between State Line Junction and Hoytville.

BRIDGES.	IN NEW YORK STATE.		ENTIRE LINE.	
	Number.	Aggregate length.	Number.	Aggregate length.
Iron bridges.....	.....	<i>Feet.</i>	2	<i>Feet.</i>
Wooden bridges.....	13	1,278	54	4,219
Wooden trestles.....				
Total	13	1,278	56	5,438

EQUIPMENT.				
	Number owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
Locomotives, 8 drivers.....	2	\$8,500	150,000	.....
Locomotives, 6 drivers.....	6	7,500	140,000	.....
Locomotives, 4 drivers.....	6	6,500	180,000	5
Total	14	.....	.....	5
First-class passenger cars	4	\$5,000	.....	.....
Second-class passenger cars.....	3	3,000	.....	.....
Baggage, mail and express cars.....	3	1,500	.....	.....
Total	10	.....	.....	.....
Box freight cars.....	23	\$450	.....	.....
Coal freight cars.....	697	200	.....	.....
Flat freight cars.....	85	300	.....	.....
Caboose, 4-wheel cars.....	5	500	.....	.....
Service cars.....	23	200	.....	.....
Total	833	.....	.....	.....

Westinghouse automatic brake used on passenger cars; hand brake on freight cars.
 Eleven Lorenz switches, two other split switches, and about two hundred stub switches in use on road.

MISCELLANEOUS STATISTICS.

ITEM.	In New York State.	Entire line.
Telegraph owned and operated by company, miles.....	9.7	6
Length of steel rails laid during year in repairs, miles.....		20, 000
Highway crossings at grade without protection	3	73
Highway crossings over or under grade		6
Overhead obstructions less than twenty feet above track....	2	9

Passenger cars are heated by coal stoves, lighted by kerosene lamps, and ventilated by ventilators in dome of roof.

The Erie Express Company, operated by the New York, Lake Erie and Western Railroad Company, runs over this line.

DESCRIPTION OF FREIGHT MOVED.	Tonnage.
Flour.....	3,448
Grain	1,698
Meats and provisions.....	220
Live stock.....	875
Lumber and other products of the forest.....	101,447
Pig and bar iron and steel.....	131
Iron or other ores.....	42
Coal and coke	971,459
Petroleum and other oils	734
Shipments of manufactured goods received by railroad companies within this State from manufacturing within this State.....	1,589
All other manufactures.....	3,294
All other merchandise.....	6,627
All other agricultural products	3,090
All other articles not included above	8,814
Total.....	1,103,995

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees	14	2	16
Others	2	.....	2
Total.....	16	2	18

EMPLOYEES.

Average number of persons employed (including officials) during year.....	272
Aggregate amount of salaries and wages paid them during year	\$119,079 20

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN KING.....	President.....	P. O. box 839, New York city.
A. R. MACDONOUGH.....	Secretary	P. O. box 839, New York city.
EDWARD WHITE.....	Treasurer	P. O. box 839, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN KING.....	New York city.
H. H. COOKE.....	New York city.
WILLIAM LIBBEY.....	New York city.
JOHN G. McCULLOUGH.....	New York city.
F. N. DRAKE.....	Elmira, N. Y.

<i>Name.</i>	<i>Residence.</i>
D. S. DRAKE	Elmira, N. Y.
GEORGE W. QUINTARD	New York city.
S. T. REYNOLDS	Elmira, N. Y.
S. M. FELTON, JR.	New York city.
H. W. RATHBONE	Elmira, N. Y.
H. D. V. PRATT	Elmira, N. Y.
L. H. SHATTUCK	Blossburg, Pa.

Title of company, Tioga Railroad Company.
 General offices at 21 Cortlandt street, New York city.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Monday in November.
 For information concerning this report, address A. R. Macdonough, Secretary.

TONAWANDA VALLEY AND CUBA.

REPORT OF B. W. SPENCER, RECEIVER.

(Date of charter, August 29, 1881.)

The road was operated October 1, 1885 to December 1, 1885; closed from December 1, 1885, to April 1, 1886; operated from April 1, 1886, to September 20, 1886.

Total months of operation	8
Total months closed	4

The road was closed owing to severe storms and because it could not be operated safely during the extreme winter months. By authority of the court certain necessary repairs were made to bridges, trestles and track during the summer of 1886, and it is now expected that the road will be operated during the winter of 1886 and 1887.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation (8 months)	\$10,624 17
Less operating expenses (excluding all taxes), 8 months	18,819 83
Deficit from operation	\$3,195 16
<i>Income from other sources, as follows, viz.:</i>	
Proceeds of receivers' certificates issued	7,598 98
Gross income from all sources	\$4,408 77
<i>Deductions from income, as follows, viz.:</i>	
Lumber and labor for repairs of road authorized by court, taxes in arrears, legal expenses, etc	8,855 84
Deficit for year ending September 30, 1886	\$3,951 57

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local		\$6,679 06	\$6,679 06
Passengers, local	\$2,832 44		2,832 44
Mail	427 78		427 78
Express	819 89		819 89
<i>Miscellaneous, as follows, viz.:</i>			
Rents	\$125 00		
Rent of tracks	240 00		
	365 00		365 00
Total gross earnings	\$3,945 11	\$6,679 06	\$10,624 17

REPORT OF THE RAILROAD COMMISSIONERS.

OPERATING EXPENSES.

Maintenance of way and structures	\$4,191 07
Maintenance of equipment, wages	2,178 50
<i>Conducting transportation:</i>	
Wages of conductors and men	\$1,007 40
Wages of engineers and firemen	1,274 51
Wages of station agents and clerks	746 67
Wages of watchmen, flagmen and switchmen	290 00
Total	\$3,318 58
<i>General expenses:</i>	
Salaries of general officers and clerks	\$1,000 00
Telegraph maintenance and operation	53 75
Mileage of cars of other companies (debit balance)	120 25
Other general expenses	956 80
Total	\$2,130 80
Grand total operating expenses	\$13,319 33

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local
Number of passengers carried	6,439
Number of passengers carried one mile	97,435
Number of tons of freight carried	6,441
Total train mileage	30,170

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Attica to Cuba, single track	59.09
Sidings and turnouts on main line	2.35
Grand total of tracks, sidings and turnouts	61.42
Laid with iron rail, main line	59.09
Weight of rails per yard — iron, 30 lbs.; gauge of track, 3 feet; ballasted with gravel.	

BRIDGES.	ENTIRE LINK, ALL IN NEW YORK STATE.	
	Number.	Average length.
Wooden bridges	Feet, 460
Wooden trestles	8,500
Total	9,340

EQUIPMENT.	No. owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	1	1	2	\$8,000	40,000	2

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	No. owned.	Number leased.	Total number.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
First-class passenger car.	1	.....	1	\$2,750	16,000	1
Second-class passenger cars.	8	.....	8	2,000	.....	8
Baggage, mail and express cars.	2	.....	2	1,250	.....	2
Total	6	.....	6	.....	.....	6
Box freight cars.	3	.....	3	.....	.....	.....
Freight cars (transfer truck).	39	.....	39	.....	.....	.....
Coal freight car.	1	.....	1	.....	.....	.....
Flat freight car.	1	.....	1	.....	.....	.....
Total	44	.....	44	.....	.....	.....

Eames' vacuum brake used on passenger cars.
 Stub switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles.	59.09
Railroad crossing road at grade.	1
Railroads crossing road over or under grade.	2
Highway crossings at grade without protection.	31
Highway crossings over or under grade.	3

Passenger cars are heated by stoves and lighted by lamps.

The United States Express Company runs over this line and pays 50 per cent of earnings.

EMPLOYEES.

Average number of persons employed (including officials) during year.	42
Aggregate amount of salaries and wages paid them during year.	\$12,119 05

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
B. W. SPENCER.	Receiver and Manager.	61 Broadway, N. Y. city
B. P. HUMPHREY.	General Agent for Receiver.	Attica, N. Y.
J. V. D. LOOMIS.	Superintendent.	Attica, N. Y.

Title of company, The Tonawanda Valley and Cuba Railroad Company.

Receiver's office at 61 Broadway, New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address B. W. Spencer, Receiver.

TROY AND BENNINGTON.

LESSOR.

LESSEE—TROY AND BOSTON.

(Date of charter, May 27, 1851.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	1,508	\$150,800
Issued for actual cash	754	
Issued on account of construction	754	
Total now outstanding	1,508	\$150,900

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage registered bonds....	1880	*	p.c. 6	Feb. & Aug.	\$72,000	\$57,000	\$58,710

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast	\$129,057 43
Bridges	27,220 14
Rails	35,196 34
Land damages	36,571 70
Passenger and freight stations	1,822 00
Interest and discount charged to construction	7,585 76
Total cost of road	\$236,953 37

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental	\$15,400 00
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$3,540 00
Treasurer's salary	250 00
Postage and stationery	3 07
	3,793 07
Net income from all sources	\$11,606 93

* Payable at various dates, the last due August 2, A. D., 1900.

Payments from net income, as follows, viz.:

Dividends declared, 6 per cent on \$150,800 stock.....	\$9,048 00
Surplus for year ending September 30, 1886	\$2,558 93

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$2,558 93
Surplus up to September 30, 1885.....	27,617 39
Total surplus September 30, 1886.....	\$30,176 32

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$236,953 87
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,022 95
	\$237,976 82
LIABILITIES.	
Capital stock	\$150,800 00
Funded debt.....	57,000 00
Profit and loss (surplus)	30,176 32
	\$237,976 32

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN M. CORLISS	President	Troy, N. Y.
THOS. W. LOCKWOOD	Vice-President	Troy, N. Y.
WM. GURLEY	Secretary and Treasurer.....	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN M. CORLISS	Waterford, N. Y.
JOSEPH W. FULLER.....	Troy, N. Y.
A. CLARK FELLOWS.....	Troy, N. Y.
LEWIS E. GURLEY	Troy, N. Y.
THOS. W. LOCKWOOD.....	Troy, N. Y.
JAS. H. HOWE.....	Troy, N. Y.
WM. W. WHITMAN.....	Troy, N. Y.
PHILIP H. NEHER.....	Troy, N. Y.
SAMUEL M. VAIL	Troy, N. Y.
WILLIAM H. DOUGHTY	Troy, N. Y.
WILLIAM GURLEY	Troy, N. Y.
PAUL COOK.....	Lansingburgh, N. Y.
One vacancy.	

Title of company, Troy and Bennington Railroad Company.

General offices at 514 Fulton street, Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in June.

For information concerning this report, address William Gurley, Secretary and Treas.

TROY AND BOSTON.

(Date of charter, November 22, 1849.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	10,000	\$1,000,000	.....
As since fixed.....	20,000	2,000,000	\$1,622,110
Issued on account of construction and now outstanding.....	16,456	1,645,600	.....

Number of stockholders 184

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.
			Rate	* When payable.		
First mortgage bonds.....			p.c.	1886		\$75,500
Third mortgage bonds.....	July 1, 1882	6	7		\$250,000	126,000
Consolidated mortgage.....	Sept. 7, 1874	7	7		1,500,000	1,421,000
Second mort. bonds, old issue.....		7	7			1,000
Convertible mortgage.....	Nov. 1, 1878	7	7			6,000
Elevator mortgage.....						25,000
Second mortgage bonds.....	Nov. 1, 1878	7	7			925,000
Total.....						\$2,655,500

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$948,952 00
Bridges.....		53,373 41
Superstructure (including ties).....		410,213 47
Land damages.....	\$4,032 09	302,073 22
Passenger and freight stations.....		66,172 52
Shops, machinery and tools.....		65,045 24
Engineering expenses.....		410,069 13
Total cost of road.....		\$2,247,944 25
EQUIPMENT.		
Locomotives.....		\$207,468 80
Passenger cars.....		84,109 75
Freight and other cars.....		843,069 47
Total cost of equipment.....		\$634,647 75
Grand total cost of road and equipment.....		\$2,882,592 04

* Should state months when interest is payable.— R. R. Commissioners.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$475,206 86
Less operating expenses (excluding all taxes).....	246,058 91
Net earnings from operation.....	\$229,147 95
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	1,841 28
Gross income from all sources.....	\$230,989 23
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$199,574 14
Rentals.....	27,400 00
Taxes on property used in operation of road.....	15,686 22
Taxes on earnings and capital stock.....	2,092 41
Hire of cars.....	5,946 75
Insurance.....	2,527 09
	253,176 61
Deficit for year ending September 30, 1886.....	\$22,187 88

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$22,187 38
Deficit up to September 30, 1885.....	\$1,828,974 87
Less.....	1,504 05
	1,327,470 82
Total deficit September 30, 1886.....	\$1,349,657 70

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....		\$191,453 51	\$191,453 51
Freight, local.....		98,248 15	98,248 15
Passengers, local.....	\$156,980 77		156,980 77
Mail.....	14,244 87		14,244 87
Express.....	14,279 56		14,279 56
Total gross earnings.....	\$185,505 20	\$289,701 66	\$475,206 86

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed.....	\$18,697 15	\$28,045 73	\$46,742 88
Repairs of stations, shops, docks, etc.....	567 46	851 19	1,418 65
Repairs of fences.....	384 52	576 80	961 32
Total.....	\$19,649 13	\$29,473 72	\$49,122 85
<i>Maintenance of equipment:</i>			
Repairs of locomotives.....	\$3,701 04	\$5,551 56	\$9,252 60
Repairs of cars.....	7,060 54	10,590 80	17,651 34
Repairs of machinery and tools.....	644 61	966 91	1,611 52
Total.....	\$11,406 19	\$17,109 27	\$28,515 46
<i>Conducting transportation:</i>			
Wages of conductors and men.....	\$6,690 29	\$10,035 45	\$16,725 74
Wages of engineers and firemen.....	8,890 00	18,335 00	27,225 00
Fuel for locomotives.....	17,236 88	25,854 67	43,090 55
Oil and waste.....	2,158 04	3,229 56	5,387 60
Other train supplies or expenses (labor on freight).....	6,289 44	9,434 16	15,723 60
Wages of station agents and clerks.....	9,241 62	18,862 42	28,104 04
Wages for labor at stations.....	495 79	743 69	1,239 48
Wages of watchmen, flagmen and switchmen.....	833 08	1,249 62	2,082 70
Total.....	\$51,829 64	\$77,744 47	\$129,574 11

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued).

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>General expenses:</i>			
Salaries of general officers and clerks	\$6,297 44	\$9,446 14	\$15,743 58
Stationery and printing	1,124 22	1,686 81	2,810 53
Outside agencies and advertising	824 04	486 04	810 08
Contingencies	1,781 28	2,671 83	4,453 11
Loss and damage of freight and baggage	182 03	273 01	455 04
Injuries to persons	55 60	83 40	139 00
Incidentals	1,050 86	1,576 26	2,627 12
Other general expenses (Troy Union R. R.),	4,723 24	7,084 85	11,808 09
Total	\$15,538 65	\$23,807 84	\$39,346 49
Grand total operating expenses	\$98,428 61	\$147,635 30	\$246,063 91

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$2,247,904 29
Cost of equipment	634,647 73
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies:	
Troy Union Railroad	7,500 00
Troy Union Railroad	100,000 00
The Railway Equipment Company	23,591 25
Albany and Vermont Railroad	89,023 25
Southern Vermont Railroad	75,000 00
<i>Current assets, as follows, viz.:</i>	
Due by agents	\$12,878 73
Open accounts	180,655 99
Materials and supplies	74,781 88
Sundries	11,035 38
	299,301 96
Profit and loss (deficiency)	1,849,657 70
	\$4,756,626 25

LIABILITIES.

Capital stock	\$1,623,110 00
Funded debt	2,655,500 00
<i>Current liabilities, as follows, viz.:</i>	
Due corporations and individuals, etc	352,802 57
Loans and bills payable	125,213 85
	\$4,756,626 25

TRAFFIC AND MILEAGE STATISTICS.

Item.	Through.	Local.	Total.
Number of passengers carried	80,193	223,693	303,885
Number of passengers carried one mile			6,183,125
Number of tons of freight carried	501,782	127,825	629,607
Number of tons of freight carried one mile			14,590,975
Passenger train mileage			147,643
Freight train mileage			153,949
Total train mileage			301,594

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$185,505 20	\$95,962 97	\$89,542 23
Average per passenger carried	612	317	295
Average per passenger per mile	*0254	0155	†0099
Average per passenger train per mile	1 257	65	607
Freight earnings and expenses (including miscellaneous earnings)	289,701 66	150,096 94	139,604 72
Average per ton of freight carried	46	238	222
Average per ton of freight per mile	0198	0108	0095
Average per freight train per mile	1 881	975	506

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes	Cents.	Cents.	Cents.
Average rate received per mile per ton for carrying freight, all classes	1.01	3.21	2.54 †1.82

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Troy to Vermont State line, single track	34.74	.....	34.74
Branches or other roads, single track .....	.....	5.09	5.09
Total single track	34.74	5.09	39.83
Sidings and turnouts on main line	17.47	.....	17.47
Sidings and turnouts on branches or other roads .....	.....	.69	.69
Total sidings and turnouts	17.47	.69	18.16
Grand total of tracks, sidings and turnouts	52.21	5.78	57.99
Laid with steel rail, main line	34.74	.....	34.74
Laid with steel rail, branches or other roads .....	.....	5.09	5.09

Average life of rails — steel, 9½ years; average life of ties, 5 years; weight of rails per yard — steel, 60 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

* Should be 3 cents.
† Should be 1.45 cents.
‡ Should be 1.98 cents.

R. R. Commissioners.

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles of double track.	Miles of track with actual rail.
Troy and Bennington.....	Hoosac Junct'n.	State line, Vt.....	5.09	Leased..	69	5.8

BRIDGES.	ENTIRE LINE, ALL IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges	3	<i>Fet.</i> 575
Wooden bridges	6	1,450
Total	9	2,325

EQUIPMENT.		
	No. owned.	Maximum weight of each, tons.
Locomotives, 4 drivers	21	76,000
First-class passenger cars	4	.....
Second-class passenger cars	10	.....
Baggage, mail and express cars.....	6	.....
Total	21	.....
Box freight cars.....	287	.....
Stock freight cars.....	10	.....
Coal freight cars.....	98	.....
Flat freight cars	54	.....
Caboose, 4-wheel cars.....	9	.....
Caboose, 8-wheel and tool car.....	1	.....
Total.....	459	.....

Westinghouse air brake and Miller platform and coupler are used on passenger cars.
Stub and Ramapo switches are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Railroads crossing over or under grade.....	2
Highway crossings at grade protected by gates or flagmen	25
Highway crossing over or under grade	1
Overhead obstructions less than 20 feet above track	5

Passenger cars are heated by stoves and lighted with lamps.

The National Express Company runs over this line.

The Wagner Company runs cars over this line.

The Lackawanna Line, and Erie and Pacific transportation companies run over this line.

TROY AND BOSTON.

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DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.
Flour.....	58,670
Grain.....	79,883
Meats and provisions.....	46,958
Livestock.....	2,566
Lumber.....	45,971
Pig and bar iron and steel.....	49,879
Iron or other ores.....	3,002
Coal and coke.....	98,861
Petroleum and other oils.....	5,856
Manufactures.....	66,247
All other merchandise.....	88,644
All other agricultural products.....	46,825
All other articles not included above.....	36,746
Total.....	629,608

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Employees.....	5	2	7
Others.....	6	3	9
Total.....	11	5	16

EMPLOYEES.

Average number of persons employed (including officials) during year....	275
Aggregate amount of salaries and wages paid them, during year.....	\$153,816 21

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
DANIEL ROBINSON.....	President.....	Troy, N. Y.
JOSEPH H. PARSONS.....	Vice-President.....	New York city.
J. EDWARD MERRILL.....	Treasurer.....	Troy, N. Y.
SAMUEL M. VAIL.....	Secretary.....	Troy, N. Y.
JOSEPH CRANDELL.....	Superintendent..	Troy, N. Y.
CHARLES A. NIMMO.....	Gen'l Pass. and Ticket Agent....	Troy, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
DANIEL ROBINSON.....	Troy, N. Y.
SAMUEL M. VAIL.....	Troy, N. Y.
HENRY E. WEED.....	Troy, N. Y.
WILLIAM KEMP.....	Troy, N. Y.
JOSEPH H. PARSONS.....	New York city.
W. S. WEBB.....	New York city.
W. MCK. TWOMBLEY.....	New York city.
WILLIAM GURLEY.....	Troy, N. Y.
GEORGE A. PACKER.....	Troy, N. Y.
OTIS G. CLARK.....	Troy, N. Y.
NORMAN B. SQUIRES.....	Troy, N. Y.
JOHN V. D. S. MERRILL.....	Troy, N. Y.
HARRISON DURKEE.....	New York city

Title of company, Troy and Boston Railroad.

General offices at Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address J. Edward Merrill, Treasurer.

TROY AND GREENBUSH.

LESSOR.

LESSEE — NEW YORK CENTRAL AND HUDSON RIVER.

(Date of charter, May 14, 1845.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	5,500	\$275. (10)
Issued for actual cash and now outstanding.....	*5,488	*274. (10)
Number of stockholders.....		84

COST OF ROAD AND EQUIPMENT.

Total cost of road to time of lease to Hud. Riv. R. R. Co. in Feb., 1851.....	\$258,834 97
Total cost of equipment to February, 1851.....	36,073 46
Grand total cost of road and equipment to February, 1851.....	\$294,908 36

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rent from New York Central and Hudson River Railroad Company.....	\$19,250 00
Earnings from surplus, viz.: 70 shares of association's stock.....	245 00
Gross income from all sources.....	\$19,495 00
<i>Deductions from income, as follows, viz.:</i>	
Expenses.....	206 25
Net income from all sources.....	\$19,288 75
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 7 per cent on \$274,000 stock.....	19,208 00
Surplus for year ending September 30, 1886..	\$80 75

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$80 75
Surplus up to September 30, 1885.....	3,879 91
Total surplus September 30, 1886.....	\$3,960 66

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Construction.....	\$274,400 00
Seventy shares stock of the association.....	8,650 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	310 66
	\$278,360 66

* Including a ten per cent stock dividend made before 1851.

TROY AND GREENBUSH.

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LIABILITIES.	
Capital stock.....	\$274,400 00
Profit and loss (surplus).....	3,960 66
	<u>\$278,360 66</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
E. THOMPSON GALE.....	President..	
THOS. W. LOCKWOOD.....	Vice-President.....	
JOHN B. GALE.....	Secretary and Treasurer.....	

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
E. THOMPSON GALE.....	Troy, N. Y.
GEORGE H. CRAMER.....	Troy, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
THOS. W. LOCKWOOD.....	Troy, N. Y.
STEPHEN E. WARREN.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
GEORGE S. THOMPSON..	Troy, N. Y.
EDWARD C. GALE.....	Troy, N. Y.
WILLIAM A. THOMPSON.....	Troy, N. Y.
JOHN B. GALE.....	Troy, N. Y.

Title of company, Troy and Greenbush Railroad Association.
 General offices at Troy, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Tuesday in July.
 For information concerning this report, address John B. Gale, Secretary.

TROY, SARATOGA AND NORTHERN.

LESSOR.

LESSEE — BOSTON, HOOSAC TUNNEL AND WESTERN

(Date of charter, September 2, 1886.)

Formed under and in pursuance of an agreement of consolidation entered into between the Saratoga Lake Railway Company and The Hoosac Tunnel and Saratoga Railway Company, dated July 12, 1886, and filed and recorded in the office of the Secretary of State on the second day of September, 1886.

The Boston, Hoosac Tunnel and Western Railway Company have leased the Troy, Saratoga and Northern Railroad, on the basis of the lessee paying all expenses and taxes, and to pay over any surplus thereafter to the lessor.

Leased since consolidation.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	23,000	\$2,800,000	
Issued for actual cash, and now outstanding.	7,266	\$726,600	\$327,270
Number of stockholders.....			17

* Four thousand four hundred and thirty-seven shares at \$10 per share paid in; 2,829 shares at \$100 per share paid in.

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Details not yet rendered by Continental Construction and Improvement Company, as to
Hoosac Tunnel and Saratoga Railway. Saratoga Lake Railway purchased as a whole.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WM. H. HOLLISTER	President.....	120 Broadway, New York city.
AARON T. SMITH.....	Secretary.....	120 Broadway, New York city.
S. NEWTON SMITH.....	Treasurer.....	120 Broadway, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN G. DAVIS	247 Broadway, New York city.
CHAS. C. LEARY	78 William st., New York city.
CHAS. B. FOOTE	9 Nassau st., New York city.
A. S. ROSENBAUM	165 Water st., New York city.
EDMUND F. HOLBROOK	115 Broadway, New York city.
S. NEWTON SMITH.....	56 Exchange place, New York city.
WILLIAM H. HOLLISTER	120 Broadway, New York city.
AARON T. SMITH.....	Orange, N. J.
RUDOLPH KEPPLER.....	68 Broadway, New York city.
CHAS. F. TAG	184 Front st., New York city.
HENRY C. LAWRENCE.....	81 Broad st., New York city.
ERNEST THALMANN.....	50 Exchange place, New York city.
ELSEY MCH. TRAIN	Orange, N. J.

Title of company, Troy, Saratoga and Northern Railroad Company.

General offices at 120 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in August.

For information concerning this report, address A. T. Smith, Secretary.

TROY UNION.

LESSOR.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	300	\$30,000
Number of stockholders		15

COST OF ROAD.

	Total cost up to Sept 30, 1886.
Grading, masonry and ballast	\$157,001 25
Bridges	6,039 92
Superstructure (including ties)	70,436 10
Land damages	396,557 62
Passenger and freight stations	141,099 84
Engineering expenses	12,810 06
Total cost of road	\$753,954 80

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

This road has no earnings, and its expenses, \$44,424.88, for year ending September 30, 1886, are paid by the New York Central and Hudson River Railroad, Rensselaer and Saratoga, and Troy and Boston Railroad Companies.

NUMBER OF ACCIDENTS.

Others, than passengers and employees, injured 1

EMPLOYEES.

Average number of persons employed (including officials) during year..... 62
Aggregate amount of salaries and wages paid them during year \$27,149 71

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. M. TOUCEY	President	New York city.
DANIEL ROBINSON	Vice-President and Treasurer.....	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
DANIEL ROBINSON.....	Troy, N. Y.
JOSEPH H. PARSONS	Troy, N. Y.
H. E. WEED.....	Troy, N. Y.
ISAAC V. BAKER	Comstock's Landing, N. Y.
H. S. MARCY	Albany, N. Y.
H. G. YOUNG	Albany, N. Y.
THEO. VOORHEES	New York city.
J. M. TOUCEY	New York city.
C. M. BISSELL	New York city.
Z. C. PRIEST	Little Falls, N. Y.
W. J. VAN ARSDALE	New York city.
E. D. WORCESTER.....	New York city.

Title of company, Troy Union Railroad Company.

General offices at Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in November.

For information concerning this report, address Daniel Robinson, Vice-President.

ULSTER AND DELAWARE.

(Date of charter, May 1, 1875.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	80,000	\$3,000,000
Issued.....	11,521	*1,152,100
Number of stockholders.....		77

* Issued to the bondholders of the Rondout and Oswego Railroad Company, as their interest did appear on the reorganization of this company on June 11, 1875.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mortgage b'ds.	July 1, 1875	30	7 p.c.	Jan. & July	\$200,000	\$200,000	\$200,000
Second mortgage income bonds..	July 1, 1875	30	7	Feb. & Aug.	1,400,000	1,342,800	
† Real estate mtge..	Apr. 1, 1878	5	7	Apr. & Oct.	50,000	50,000	50,000
Total.....					\$1,650,000	\$1,592,800	\$250,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Grading, masonry and ballast.....	\$593 69	\$24,552 19
Bridges.....		19,027 01
Superstructure (including ties) and rails.....		29,772 85
Land, land damages and fences.....	7,400 00	152,909 50
Passenger and freight stations.....		14,087 54
Engine and car houses.....	2,861 91	18,563 16
Shops, machinery and tools.....		7,712 51
Fuel and water stations.....		2,176 35
Engineering expenses.....	176 54	1,891 72
Interest and discount charged to construction.....		8,500 00
Purchase of constructed road.....	1,744 700 00	2,565,821 32
Telegraph line.....		1,925 58
Total cost of road.....	\$1,755,732 14	\$2,877,120 05
EQUIPMENT.		
Locomotives.....		\$84,224 11
Passenger cars.....		62,533 44
Mail, baggage and express cars.....		5,400 00
Freight and other cars.....		76,066 32
Total cost of equipment.....		\$228,224 87
Grand total cost of road and equipment.....	\$1,755,732 14	\$3,105,345 92

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New abutment and masonry.....	\$593 69
Land.....	7,400 00
Labor and material for new round houses.....	2,861 91
Services of engineers.....	176 54
Amount of bonds and stock issued to old bondholders transferred to cost of road and equipment.....	1,744,700 00
Total.....	\$1,755,732 14

* One million three hundred forty-two thousand six hundred dollars issued to the bondholders of the Rondout and Oswego Railroad Company as their interest did appear on the reorganization of the company June 11, 1875.

† Payment extended by mutual consent.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$389,566 08
Less operating expenses (excluding all taxes).....	199,005 25
Net earnings from operation.....	\$140,470 78
<i>Income from other sources, as follows, viz.:</i>	
Amount carried directly to income account during current year.....	550 00
Gross income from all sources.....	\$141,020 78
<i>Deductions from income, as follows, viz.:</i>	
Insurance.....	\$982 05
Interest on funded debt due and accrued.....	21,000 00
Rentals.....	4,250 00
Taxes on property used in operation of road.....	18,491 89
Taxes on earnings and capital stock.....	1,767 74
Taxes on other than above.....	415 94
Discount and interest.....	21,406 85
	68,264 47
Surplus for year ending September 30, 1886.....	\$72,756 31

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$72,756 31
Surplus up to September 30, 1885.....	19,825 24
	\$92,081 55
Worthless accounts charged directly to income account during current year.....	684 86
Total surplus September 30, 1886.....	\$91,447 19

DETAILED STATEMENT OF RENTALS.

Lease of Hobart Branch Railroad from May 1, 1885, to October 1, 1886, at an annual rental of \$3,000, payable quarterly as per lease executed and bearing date March 18, 1886.....	\$4,250 00
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, local.....		\$212,886 98	\$212,886 98
Passengers, local.....	\$109,708 45		109,708 45
Mail.....	7,869 76		7,869 76
Express.....	8,572 43		8,572 43
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph.....	481 58	418 47	900 00
Sundries.....	68 70	59 71	128 41
Total gross earnings.....	\$126,200 87	\$218,865 16	\$339,566 08

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of roadbed.....	\$25,892 66	\$22,501 78	\$48,894 44
Repairs of bridges (including culverts and cattle-guards).....	1,912 59	1,662 18	3,574 72
Repairs of stations, shops, docks, etc.....	4,075 05	8,541 40	7,616 45
Repairs of fences.....	1,678 89	1,459 05	3,137 94
Other expenses for maintenance of way and structures.....	1,011 51	879 05	1,890 56
Total.....	\$34,570 70	\$30,043 41	\$64,614 11

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued.)

OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$3,063 93	\$2,662 69	\$5,726 62
Repairs of cars	4,069 78	10,479 52	14,549 30
Repairs of machinery and tools	295 28	256 61	551 89
Other expenses for maintenance of equipment	809 33	703 84	1,512 67
Total	\$8,238 32	\$14,102 16	\$22,340 48
<i>Conducting transportation:</i>			
Wages of conductors and men	\$9,286 14	\$8,070 03	\$17,356 17
Wages of engineers and firemen	7,759 24	6,743 09	14,502 33
Fuel for locomotives	16,553 10	14,885 33	30,938 43
Oil and waste	1,473 57	1,280 60	2,754 17
Water supply	922 36	801 57	1,723 93
Other train supplies or expenses	175 33	152 37	327 70
Wages of station agents and clerks	5,929 14	5,153 67	11,082 81
Wages for labor at stations	2,926 48	2,543 19	5,469 67
Station supplies	246 33	214 07	460 40
Wages of watchmen, flagmen and switchmen	702 47	610 43	1,312 90
Other expenses for conducting transportation	2,956 32	2,569 60	5,525 92
Total	\$48,930 93	\$42,523 00	\$91,453 93
<i>General expenses:</i>			
Salaries of general officers and clerks	\$4,844 47	\$3,775 53	\$8,120 00
General office expenses and supplies	151 11	131 32	282 43
Stationery and printing	539 39	520 03	1,118 42
Outside agencies and advertising	1,506 32	1,309 05	2,815 37
Legal expenses	1,945 31	1,690 56	3,635 87
Loss and damage of freight and baggage	20 44	17 76	38 20
Damage to cattle and property	180 84	157 18	338 02
Injuries to persons	100 84	87 62	188 46
Telegraph maintenance and operation	714 64	621 08	1,335 72
Mileage of cars of other companies (debit balance)	502 50	436 71	939 21
Other general expenses	1,003 22	871 35	1,874 57
Total	\$11,068 08	\$9,618 65	\$20,686 73
Grand total operating expenses	\$102,808 03	\$96,297 22	\$199,095 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$2,877,150 00
Cost of equipment	238,548 87
<i>Current assets, as follows, viz.:</i>	
Cash on hand	44,402 74
Due by agents	12,010 55
Open accounts	2,318 15
Materials and supplies	27,431 73
Sundries	14,474 34
Total	\$3,207,237 04

LIABILITIES.

Capital stock	\$1,152,700 00
Funded debt	1,592,600 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$3,500 00	
Audited vouchers and pay-rolls.....	44,112 49	
Loans and bills payable.....	323,477 86	
		\$371,389 85
Profit and loss (surplus)		91,447 19
		<u>\$3,207,237 04</u>

TRAFFIC AND MILEAGE STATISTICS.

Total, all local.

Number of passengers carried	173,858
Number of passengers carried one mile.....	4,321,186
Number of tons of freight carried.....	152,815
Number of tons of freight carried one mile.....	4,212,766
Passenger train mileage	130,575
Freight train mileage.....	102,346
All other train mileage	11,170
Total train mileage.....	<u>244,091</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$126,200 87	\$102,803 03	\$23,392 84
Average per passenger carried	7259	5913	1346
Average per passenger per mile.....	0292	0238	0054
Average per passenger train per mile.	9665	7874	1791
Freight earnings and expenses (including miscellaneous earnings)....	213,865 16	96,287 22	117,077 94
Average per ton of freight carried....	1 396	63	766
Average per ton of freight per mile...	0506	0228	0278
Average per freight train per mile....	1 879	848	1 081

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all classes.....	2.54
Average rate received per mile per ton for carrying freight, all classes.....	5.05

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Rondout to Stanford, single track.....	74	.....	74
Branches or other roads, single track .....	.....	4	4
Total single track	74	4	78
Sidings and turnouts on main line	11.25	.....	11.25
Grand total of tracks, sidings and turnouts.....	85.25	4	89.25
Laid with steel rail, main line.....	65	.....	65
Laid with steel rail, branches or other roads.....	.....	4	4
Laid with iron rail, main line.....	9	.....	9

Average life of rails—steel, 15 years, iron, 8 years; average life of ties, 5 years; weight of rails per yard—steel, maximum, 70 lbs., minimum, 62 lbs., iron, 56 lbs; gudge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased.	Miles laid with steel rail.
Hobart Branch.....	Stamford.....	Hobart.....	4	Leased.	4

BRIDGES	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridge.....	1	213
Wooden bridges.....	21	2,448
Wooden trestles.....	26	1,360
Total.....	48	4,020

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	5	\$12,000	149,000	12	2	..
Locomotives, 4 drivers.....	9	10,000	120,000	12	9	..
Total.....	14	.....	.....	.....	11	.....
First-class passenger cars.....	16	\$4,800	30,000	15	16	16
Second-class passenger cars.....	5	3,000	37,000	15	5	5
Baggage, mail and express cars.....	4	2,700	32,000	12	4	4
Total.....	25	.....	.....	.....	25	25
Box freight cars.....	61	\$410	17,800	10	.....	.....
Stock freight cars.....	8	365	17,800	10	.....	.....
Coal freight cars.....	12	400	18,800	12	.....	.....
Flat freight cars.....	168	375	16,500	8	.....	.....
Caboose, 4-wheel cars.....	4	150	10,000	16	.....	.....
Milk cars.....	11	1,410	38,000	12	11	11
Service cars.....	15	50	500	5	.....	.....
Total.....	279	.....	.....	.....	11	11

Westinghouse air brake and Miller coupler and buffer are used on passenger cars and ordinary link and pin coupler and ordinary hand brake on freight cars.
Stub switches are used on the whole line.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned by company, but leased to Western Union Telegraph Company for 80 years, miles.....	145
Total assessed value of real estate and personal property of company.....	\$543,175
Railroad crossing road at grade.....	1
Highway crossings at grade without protection.....	79
Highway crossings at grade protected by gates or flagmen.....	5
Highway crossings over or under grade.....	11
Overhead obstructions less than 20 feet above track.....	5

Passenger cars are heated by Spear car heaters, lighted by oil lamps (mineral sperm oil), and ventilated by ventilators in deck roof and over doors.

The American Express Company runs over this line under no special contract, rates being adjusted from timeto time.

The New York Central Sleeping Car Company cars run over this line for about three months during the summer season, and are run between Kingston and Grand Hotel station.

This company does not pay for the running of parlor cars over its line.

Compensation for the transportation of mails over this line is at the rate of \$7,369.76 per annum, or \$94.05 per mile.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	3,335	2.18
Grain.....	12,997	8.51
Meats and provisions.....	1,275	0.84
Live stock.....	1,435	0.94
Lumber.....	8,725	5.71
Pig and bar iron and steel.....	617	0.40
Coal and coke.....	14,871	9.74
Petroleum and other oils.....	1,704	1.11
Manufactures.....	33,084	21.65
All other merchandise.....	11,479	7.51
All other agricultural products.....	11,148	7.29
All other articles not included above.....	52,145	34.12
Total.....	152,815	100

NUMBER OF ACCIDENTS.

Employees injured.....	8
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EMPLOYEES.

Average number of persons employed (including officials) during year.....	261
Aggregate amount of salaries and wages paid them during year.....	\$117,656 10

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS CORNELL.....	President.....	Rondout, N. Y.
ANTHONY BENSON.....	Secretary and Treasurer.....	Rondout, N. Y.
JAMES H. JONES.....	General Superintendent.....	Rondout, N. Y.
F. B. HIBBARD.....	Gen. Freight and Pass. Agt.....	Rondout, N. Y.
R. B. JONES.....	Auditor.....	Rondout, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOMAS CORNELL.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
DAVID KENNEDY.....	Rondout, N. Y.
HORACE HUMPHREY.....	Kingston, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

<i>Name.</i>	<i>Residence.</i>
JAMES L. VAN DEUSEN	Rondout, N. Y.
RICHARD G. TOWNSEND	Rondout, N. Y.
SAMUEL G. DIMMICK	Kingston, N. Y.
ANTHONY BENSON	Kingston, N. Y.
JACOB H. TREMPAR	Kingston, N. Y.
H. C. SOOP	Roxbury, N. Y.
DAVIS WINNIE	Mount Pleasant, N. Y.
ROBERT B. CARPENTER	New York city.
JOSEPH CORNELL	New York city.

Title of company, Ulster and Delaware Railroad Company.

General offices at Rondout, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday after first Monday in December.

For information concerning this report, address James H. Jones, Gen. Superintendent.

UNION.

LESSOR.

LESSEE — NEW YORK, LAKE ERIE AND WESTERN.

(Date of charter, January 20, 1851.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction, etc., and now outstanding	1, 000	\$50, 000
Number of stockholders		14

COST OF ROAD.

Total cost of road	Total cost up to Sept. 30, 1886. \$50, 000 00
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OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JACOB S. ROGERS	President	44 Exchange place, New York city.
JOHN HOPPER	Sec. and Treasurer ..	Paterson, N. J.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JACOB S. ROGERS	State of New York.
COLUMBUS B. ROGERS	State of New York.
HENRY C. STIMSON	State of New York.
LEWIS ATTERBURY	State of New York.
R. FULTON CUTTING	State of New York.
W. BAYARD CUTTING	State of New York.
M. BAYARD BROWN	State of New Jersey.
WILLIAM PENNINGTON	State of New Jersey.
HENRY V. BUTLER	State of New Jersey.
ROBERT S. HUGHES	State of New Jersey.
JOHN HOPPER	State of New Jersey.

Title of company, The Union Railroad Company.
 General offices at 44 Exchange place, New York city.
 Date of close of fiscal year, June 30.
 Date of stockholders' annual meeting, June 30, 1886.
 For information concerning this report, address John Hopper, Secretary.

UNION TERMINAL.

LESSOR.

LESSEES — BUFFALO, NEW YORK AND PHILADELPHIA.

(Date of charter, June 12, 1884.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	10,000	\$1,000,000	.....
Issued for property, and now outstanding..	8,025	302,500	\$302,500

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.	Cash real- ized on amount outstand- ing.
			Rate.	When payable.*			
First mortgage ...	June 12, 1884	30	<i>p.c.</i> 6	June 1, 1914	\$3,000,000	\$1,000,000	\$1,000,000

OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Title.</i>	<i>Official Address.</i>
F. L. DANFORTH	President	Buffalo, N. Y.
F. S. BUELL	Secretary and Treasurer	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. L. JACKSON	New York city.
CHAS. GURNEY	New York city.
JOHN DOUGHERTY	New York city.
WM. JOHNSON	Buffalo, N. Y.
E. F. JOHNSON	Buffalo, N. Y.
WM. L. DOYLE	Buffalo, N. Y.
W. W. HALSEY	Buffalo, N. Y.
G. S. GATCHELL	Buffalo, N. Y.
ENNIGN BENNETT	Buffalo, N. Y.
J. H. POOLE	Buffalo, N. Y.
F. D. LOCKE	Buffalo, N. Y.
F. L. DANFORTH	Buffalo, N. Y.
THOS. D. DOLE	Buffalo, N. Y.

* Should state months when interest is payable. — R. R. Commissioners.

Title of company, Union Terminal Railroad Company.

General offices at New York city.

Date of close of fiscal year, September 30:

For information concerning this report, address Wm. L. Doyle, Auditor, Buffalo, N. Y.

UTICA AND BLACK RIVER.

(Date of charter, January 29, 1886.)

The Utica and Black River Railroad Company was originally organized under the General Railroad Law and acts amendatory thereof, May 9, 1861; the road was completed and in operation from Utica to Philadelphia, N. Y., its northern terminus, in February, 1873.

In August, 1888, this company was consolidated with the Black River and Morristown Railroad Company, and on the 29th of January, 1886, articles of agreement were entered into by and between the Utica and Black River, the Ogdensburg and Morristown and the Clayton and Theresa Railroad Companies, whereby the three companies named should be consolidated or merged into one new company, under the corporate name of the Utica and Black River Railroad Company. These articles were duly ratified and confirmed by the stockholders of the respective companies at special meetings thereof called for the purpose of taking the same into consideration, as provided in chapter 917, Laws of 1869.

This road and equipment is now leased to and operated by the Rome, Watertown and Ogdensburg Railroad Company, by virtue and in pursuance of an agreement entered into and executed April 14, 1886; which agreement includes the operation of the entire road of the Utica and Black River Railroad Company, and also the Carthage, Watertown and Sackett's Harbor Railroad.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	30,000	\$3,000,000	.....
Issued for actual cash	15,032	\$1,503,200	\$1,515,200 00
Issued on account of construction.....	7,198	719,800	617,829 22
Total now outstanding.....	22,230	\$2,223,000	\$2,133,029 22

Number of stockholders..... 428

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
Utica & Black Riv. 1st mort. bonds.	July 1, 1868	10	7	Jan. & July	\$200,000	\$200,000	\$200,000 00
Utica & Black Riv. mort. bonds.	Feb. 10, 1871	20	7	Jan. & July	957,000	907,000	855,215 28
Black River & Morristown 1st mort. bonds.	Jan. 1, 1874	20	7	Jan. & July	500,000	500,000	461,400 45
Clayton & Theresa 1st mort. bonds.	July 1, 1873	25	7	Jan. & July	200,000	200,000	207,123 50
Ogdensburg & Morristown 1st mort. bonds.	Jan. 1, 1883	8	5	Jan. & July	143,000	143,000	123,000 00
Total .....	.....	..	..	..	\$2,000,000	\$1,950,000	\$1,846,743 22

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....	\$42,444 93	\$1,842,164 47
Bridges.....	9,641 57	155,166 47
Superstructure (including ties).....	84,136 72	291,964 46
Rails.....	24,154 51	855,365 22
Land.....	4,451 13	319,645 78
Fences.....	8,191 93	111,587 18
Passenger and freight stations.....	5,310 04	114,880 09
Engine and car houses.....		84,363 53
Shops, machinery and tools.....		44,201 67
Fuel and water stations.....		8,984 64
Engineering expenses.....	4,185 40	137,966 79
Purchase of constructed road.....	314,000 00	314,000 00
Telegraph line.....		15,750 00
Wharfing.....		4,500 00
Total cost of road.....	\$446,516 28	\$3,744,940 25
EQUIPMENT.		
Locomotives.....	\$10,130 13	\$246,761 39
Passenger cars.....		104,000 00
Mail, baggage and express cars.....		22,174 01
Freight and other cars.....	37,584 60	252,636 76
Total cost of equipment.....	\$47,714 73	\$625,572 15
Grand total cost of road and equipment.....	\$494,231 01	\$4,370,512 40

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Clayton and Theresa Railroad, Theresa Junction to Clayton, 15.87 miles....	\$314,000 00
Ogdensburg and Morristown Railroad, Morristown to Ogdensburg, 10.87 miles.....	120,929 01
Land at Utica, Watertown and Philadelphia.....	\$13,932 00
Two new locomotives.....	12,130 00
One hundred new box freight cars.....	45,190 00
	\$71,302 00
Deduct premium on sales of capital stock.....	12,000 00
	59,302 00
Total.....	\$494,281 01

The figures given in the following tables, so far as the same relate to operation of the road, embrace the period of six months only, viz.: from October 1, 1885, to April 1, 1886, since which time the road has been operated by the Rome, Watertown and Ogdensburg Railroad Company under the existing lease.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$400,171 93
Less operating expenses (excluding all taxes).....	189,008 55
Net earnings from operation.....	\$211,163 38
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$629 73
Train privileges.....	250 00
Interest.....	18,380 08
Rome, Watertown and Ogdensburg Railroad Company, as per lease.....	2,250 00
Sales of old materials subsequent to lease.....	40,178 32
	61,688 15
Gross income from all sources.....	\$272,851 53

<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$59,820 00	
Rentals.....	19,537 87	
Taxes on property used in operation of road.....	15,789 01	
Taxes on earnings and capital stock.....	3,070 50	
Current expenses since lease.....	3,316 61	
		\$101,533 99
Net income from all sources		\$171,317 54
<i>Payments from net income, as follows, viz.:</i>		
Dividend declared, 4 per cent on \$2,161,000 stock.....	\$86,440 00	
Dividend declared, 3 per cent on \$2,163,000 stock.....	64,890 00	
		151,330 00
Surplus for year ending September 30, 1886.....		\$19,987 54

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$19,987 54
Surplus up to September 30, 1885.....	200,866 73
Total surplus September 30, 1886	\$220,554 27

DETAILED STATEMENT OF RENTALS.

Carthage, Watertown and Sackett's Harbor Railroad, three-eighths of gross amount earned.....	\$12,587 87
Clayton and Theresa Railroad, three and one-half per cent on outstanding bonds	7,000 00
Total amount of rentals deducted from income.....	\$19,587 87

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through.....	\$82,709 51		
Freight, local.....	182,902 24		
		\$265,611 75	\$265,611 75
Passengers, through.....	\$11,624 82		
Passengers, local.....	102,155 12		
	\$113,779 44		113,779 44
Mail.....	10,303 86		10,303 86
Express.....	10,241 75		10,241 75
<i>Miscellaneous, as follows, viz.:</i>			
Storage.....	\$23 00		
Telegraph.....	212 13		
	235 13		235 13
Total gross earnings.....	\$184,560 18	\$265,611 75	\$400,171 93

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>			
Repairs of track and roadbed.....	\$1,421 69	\$1,268 86	\$2,690 55
Repairs of bridges (including culverts and cattle-guards).....	385 21	343 80	729 01
Repairs of stations, shops, docks, etc.....	771 03	688 15	1,459 18
Repairs of fences.....	754 42	673 83	1,427 75
Other expenses for maintenance of way and structures.....	316 73	282 68	599 41
Total	\$3,649 08	\$3,256 83	\$6,905 90

UTICA AND BLACK RIVER.

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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES— (Continued). OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment:</i>			
Repairs of locomotives	\$4,736 23	\$4,227 11	\$8,963 34
Repairs of cars	5,852 28	8,531 01	14,383 24
Repairs of machinery and tools	525 13	468 69	993 82
Other expenses for maintenance of equip- ment	1,648 84	1,471 59	3,120 43
Total	\$12,762 48	\$14,698 40	\$27,460 88
<i>Conducting transportation:</i>			
Wages of conductors and men	\$5,918 22	\$9,023 97	\$14,942 19
Wages of engineers and firemen	6,058 73	8,411 21	14,499 94
Fuel for locomotives	17,525 85	15,909 22	33,734 57
Oil and waste	950 92	848 71	1,799 63
Water supply	502 42	448 42	950 84
Other train supplies or expenses	689 78	571 01	1,210 79
Wages of station agents and clerks	8,710 50	3,311 91	7,022 71
Wages for labor at stations	4,092 45	3,652 53	7,744 98
Station supplies	1,164 00	1,038 88	2,202 88
Wages of watchmen, flagmen and switchmen	874 90	334 40	709 50
Other expenses for conducting transportation	3,403 32	3,037 48	6,440 80
Total	\$44,670 89	\$46,587 94	\$91,258 83
<i>General expenses:</i>			
Salaries of general officers and clerks	\$9,766 06	\$8,716 26	\$18,482 32
General office expenses and supplies	355 19	317 00	672 19
Stationery and printing	869 45	775 98	1,645 43
Outside agencies and advertising	1,620 08	720 00	2,340 08
Legal expenses	3,657 88	3,244 67	6,922 55
Loss and damage of freight and baggage .....	.....	654 84	654 84
Damage to cattle and property	292 41	260 97	553 38
Injuries to persons	5,478 32	4,889 43	10,367 75
Telegraph maintenance and operation	1,529 28	1,364 85	2,894 08
Mileage of cars of other companies (debit balance)	534 80	11,180 91	11,715 21
Other general expenses	3,770 07	3,365 09	7,135 16
Total	\$27,872 99	\$35,510 00	\$63,382 99
Grand total operating expenses	\$88,955 89	\$100,053 16	\$189,008 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$3,744,940 25
Cost of equipment	625,572 15
<i>Current assets, as follows, viz.</i>	
Cash on hand	\$50,508 09
Open accounts	8,026 28
	<u>58,534 37</u>
	<u>\$4,429,046 77</u>

LIABILITIES.

Capital stock	\$2,223,000 00
Funded debt	1,950,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	33,742 50
Open accounts	1,750 00
Profit and loss (surplus)	220,554 27
	<u>\$4,429,046 77</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	5,927	144,586	150,513
Number of passengers carried one mile.....	579,722	3,524,010	4,103,732
Number of tons of freight carried.....	78,199	101,121	179,320
Number of tons of freight carried one mile.....	9,741,743	6,669,661	16,411,404
Passenger train mileage.....	.....	.....	172,357
Freight train mileage.....	.....	.....	153,857
All other train mileage.....	.....	.....	4,959
Total train mileage.....	.....	.....	331,153

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$134,560 18	\$38,955 39	\$45,604 79
Average per passenger carried.....	90	59	31
Average per passenger per mile.....	0828	0217	0111
Average per passenger train per mile.....	78	51	27
Freight earnings and expenses (including miscellaneous earnings).....	265,611 75	100,053 16	165,558 59
Average per ton of freight carried.....	1 48	56	92
Average per ton of freight per mile.....	0162	0061	0101
Average per freight train per mile.....	1 79	65	1 07

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2	Cents. 2.90	Cents. 2.77
Average rate received per mile per ton for carrying freight, all classes.....	.85	2.74	1.63

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Utica to Ogdensburg, single track.....	133.94	.....	133.94
Branches or other roads, single track.....	15.87	29.59	45.46
Total single track.....	149.81	29.59	179.40

UTICA AND BLACK RIVER.

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DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Sidings and turnouts on main line.....	24.19	.....	24.19
Sidings and turnouts on branches or other roads.....	2.70	3.50	6.20
Total sidings and turnouts.....	26.89	3.50	30.39
Grand total of tracks, sidings and turnouts.....	176.70	33.09	209.79
Laid with steel rail, main line.....	123.27	.....	123.27
Laid with steel rail, branches or other roads.....	.....	17.39	17.39
Laid with iron rail, main line.....	34.86	.....	34.86
Laid with iron rail, branches or other roads.....	18.57	15.70	34.27

Average life of rails — iron, 9 years; average life of ties, 7 years; weight of rails per yard — steel, 56 lbs., iron, maximum, 60 lbs., minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and ashes.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Clayton Branch	Theresa Junc...	Clayton.	15.87	Owned...	.....	*18.57
Carthage, Watertown and Sackett's Harbor.....	Carthage	Sackett's Har 'r	29.59	Leased .	17.39	*15.70

BRIDGES.

	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	42	Feet. 3,183
Wooden bridges.....	2	84
Wooden trestles.....	2	345
Total	46	3,612

EQUIPMENT.

	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	27	\$9,140	130,100	12	.....

* Including sidings and turnouts.

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	5,927	144,586	150,513
Number of passengers carried one mile.....	579,722	3,524,010	4,103,732
Number of tons of freight carried.....	78,199	101,121	179,320
Number of tons of freight carried one mile.....	9,741,743	6,669,661	16,411,404
Passenger train mileage.....	.....	.....	172,457
Freight train mileage.....	.....	.....	153,857
All other train mileage.....	.....	.....	4,953
Total train mileage.....	.....	.....	331,153

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$124,560 19	\$38,955 39	\$45,604 79
Average per passenger carried.....	90	59	31
Average per passenger per mile.....	0828	0217	0111
Average per passenger train per mile.....	78	51	27
Freight earnings and expenses (including miscellaneous earnings).....	265,611 75	100,053 16	165,558 59
Average per ton of freight carried....	1 48	56	92
Average per ton of freight per mile....	0162	0061	0101
Average per freight train per mile....	1 79	65	1 07

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying passengers and freight only.			
Average rate received per mile for carrying passengers, all classes.....	Cents. 2	Cents. 2.90	Cents. 2.77
Average rate received per mile per ton for carrying freight, all classes.....	.85	2.74	1.63

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Main line from Utica to Ogdensburg, single track.....	133.94	.....	133.94
Branches or other roads, single track.....	15.87	29.59	45.46
Total single track.....	149.81	29.59	179.40

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

TRACK.	Miles owned, all in N. Y. State.	Miles leased, all in N. Y. State.	Entire length, all in N. Y. State.
Sidings and turnouts on main line.....	24.19	.....	24.19
Sidings and turnouts on branches or other roads.....	2.70	3.50	6.20
Total sidings and turnouts.....	26.89	3.50	30.39
Grand total of tracks, sidings and turnouts.....	176.70	38.09	209.79
Laid with steel rail, main line.....	128.27	.....	128.27
Laid with steel rail, branches or other roads.....	.....	17.89	17.89
Laid with iron rail, main line.....	34.86	.....	34.86
Laid with iron rail, branches or other roads.....	18.57	15.70	34.27

Average life of rails — iron, 9 years; average life of ties, 7 years; weight of rails per yard — steel, 56 lbs., iron, maximum, 60 lbs., minimum, 56 lbs; gauge of track, 4 feet 8½ inches; ballasted with sand, gravel and ashes.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR OTHER ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.	Miles laid with iron rail.
Clayton Branch	Theresa Junc...	Clayton.	15.87	Owned...	.....	*18.57
Carthage, Watertown and Sackett's Harbor.....	Carthage	Sackett's Har'r	29.59	Leased .	17.39	*15.70

BRIDGES.

	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
		Feet.
Iron bridges	42	3,183
Wooden bridges	2	84
Wooden trestles	2	345
Total	46	3,612

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	27	\$9,140	130,100	12	.....

* Including sidings and turnouts.

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

	No. owned.	Average cost of each.	Maximum weight of each, tons.	No. equipped with patent brake.	No. equipped with patent coupler.
First-class passenger cars	22	\$4,737	.....	21	21
Baggage, mail and express cars	14	1,584	.....	6	6
Total	36	.....	.....	27	27
Box freight cars	298	\$537	21,500	.....	.....
Coal freight cars	69	488	19,000	.....	.....
Flat freight cars	89	488	15,000	.....	.....
Caboose, 8-wheel cars	7	800	22,400	.....	.....
Service cars	36	276	22,400	.....	.....
Total	499	.....	.....	.....	.....

Westinghouse patent air brake and Miller patent coupler and buffer are used on passenger cars; Tanner brake with Hodge improvement used on freight cars.

Three patent switches are used on road, the remainder are stub switches.

MISCELLANEOUS STATISTICS.

Entire line all in N. Y. State.

Telegraph owned and operated by company, miles	108
Cost of real estate now held by company, exclusive of that used in operation	\$12,000 00
Total assessed value of real estate and personal property of company	\$1,576,499
Railroad crossing road at grade	1
Highway crossings at grade without protection	15
Highway crossings at grade protected by gates or flagmen	3
Highway crossings over or under grade	18
Overhead obstructions less than 20 feet above track	14

Passenger cars are heated by coal stoves, lighted by oil lamps and ventilated by Peck ventilator.

The American Express Company runs over this line; rates, first-class to one and one-half first-class.

The New York Central Sleeping Car Company runs over this line; terms, repairs of cars and mileage for use of same; we make no additional charge to passengers using these cars.

Paid New York Sleeping Car Company as follows: mileage, \$534.30; repairs, \$352.12.

Merchants' Despatch Transportation Company, runs its own cars over this line, principally on regular freight trains; we pay ordinary charge for wheelage on same, and fifteen per cent of gross earnings on first class and five per cent of gross earnings on other classes of freight for expense of business.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour	5,071	3
Grain	30,496	17
Meats and provisions	5,545	3
Live stock	3,663	2
Lumber	24,995	14
Pig and bar iron and steel	1,997	1
Iron or other ores	2,439	1
Coal and coke	26,160	15
Petroleum and other oils	3,154	1
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State	12,179	6
All other manufactures	6,899	4
All other merchandise	13,829	8
All other agricultural products	27,674	15
All other articles not included above	15,219	8
Total	179,321	100

UTICA AND BLACK RIVER.

671

NUMBER OF ACCIDENTS.	
Employees, injured.....	4

EMPLOYEES.	
Average number of persons employed (including officials) during year.....	525
Aggregate amount of salaries and wages paid them during year.....	\$107,410 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN THORN.....	President.....	Utica, N. Y.
JOHN F. MAYNARD.....	Vice-President and General Manager.	Utica, N. Y.
WM. E. HOPKINS.....	Treasurer.....	Utica, N. Y.
S. A. LATHEROP.....	Secretary.....	Utica, N. Y.
E. A. VAN HORNE.....	General Superintendent.....	Utica, N. Y.
THEO. BUTTERFIELD.....	General Freight and Pass. Agent.....	Utica, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN THORN.....	Utica, N. Y.
JOHN F. MAYNARD.....	Utica, N. Y.
JOHN M. CROUSE.....	Utica, N. Y.
DANIEL N. CROUSE.....	Utica, N. Y.
EDWIN THORN.....	Utica, N. Y.
ABRAM G. BROWER.....	Utica, N. Y.
THEO. S. SAYRE.....	Utica, N. Y.
RUSSEL WHEELER.....	Utica, N. Y.
WILLIAM E. HOPKINS.....	Utica, N. Y.
FRED. S. EASTON.....	Lowville, N. Y.
LUDLOW PATTON.....	New York city.
(Two vacancies.)	

Title of company, The Utica and Black River Railroad Company.
General offices at Utica, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address John Thorn, President.

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, January 11, 1866.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, and now outstanding.....	40,000	\$4,000,000
Number of stockholders.....		988

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

Road.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$1,228,444 34
Bridges.....	\$18,875 00	185,443 74
Superstructure (including ties), rails.....		1,440,628 97
Land, land damages and fences.....	2,250 00	544,802 66
Passenger and freight stations.....	592 85	114,573 70
Engine and car houses.....		63,668 32
Engineering expenses.....		371,475 77
Total cost of road.....	\$21,717 55	\$3,949,043 54
EQUIPMENT.		
Locomotives.....		\$139,920 42
Passenger, mail, baggage and express cars.....		95,675 20
Total cost of equipment.....		\$235,595 62
Grand total cost of road and equipment.....	\$21,717 55	\$4,184,638 16

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Land at Richfield Springs, etc.....	\$2,250 00
Passenger depot at Waterville.....	592 85
Bridges at Chenango and Sherburne.....	18,875 00
Total.....	\$21,717 55

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental paid by lessees directly to stockholders, twelve months' interest on stock.....	\$340,000 00
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$3,949,043 54
Cost of equipment.....	235,595 62
	\$4,184,638 16
LIABILITIES.	
Capital stock.....	\$4,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Due lessee for advances.....	184,638 16
	\$4,184,638 16

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Miles owned, all in N. Y. State.
Main line from Greene to Utica, single track.....		75.66
Branches or other roads, single track.....		21.73
Total single track.....		97.41

UTICA, CHENANGO AND SUSQUEHANNA VALLEY.

673

TRACK.		Miles owned, all in N. Y. State.
Sidings and turnouts on main line		17.44
Sidings and turnouts on branches or other roads.....		2.74
Total sidings and turnouts.....		20.18
Grand total of tracks, sidings and turnouts.....		117.59
Laid with steel rail, main line.....		75.66
Laid with steel rail, branches or other roads.....		21.75

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in N. Y. State.	Owned or leased.	Miles laid with steel rail.
Richfield Springs Branch	Cassville Junction.....	Richfield Springs.....	21.75	Owned.	21.75

BRIDGES.	ENTIRE LINE, ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	7	Feet. 1,064
Wooden bridges.....	16	1,178
Wooden trestles.....	17	2,714
Total.....	40	4,956

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equip- ped with patent brake.	No. equip- ped with patent coupler.
Locomotives, 6 drivers.....	6	\$9,300	140,000	15	.....	.....
Locomotives, 4 drivers.....	14	9,000	91,500	15	14	.....
Total.....	20	.....	.....	.....	14	.....
First-class passenger cars	11	\$4,560	57,600	14	11	11
Baggage, mail and express cars.....	8	2,610	38,000	15	8	8
Total.....	19	.....	.....	.....	19	19
Caboose, 4-wheel cars.	6	\$448	9,000	10	.....	.....
Service cars.....	29	150	2,800	9	.....	.....
Total.....	35	.....	.....	.....	.....	.....

Westinghouse air brake and Miller coupler are used on passenger cars, and hand-brake and link coupler on freight cars.

Split point switches, with Tracy and Snow stands, are used on road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company, say..	\$1,192,451
Length of steel rails laid during year in repairs, miles	1
Railroads crossing road at grade	2
Railroad crossing road over or under grade	1
Highways crossing road at grade without protection	63
Highway crossings at grade protected by gates or flagmen	10
Highway crossings over or under grade	8
Overhead obstruction less than 20 feet above track	1

Passenger cars are heated by stoves and Spear heaters, lighted with oil lamps, and ventilated by Creamer ventilator.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL SLOAN	President	26 Exchange place, N. Y. city.
FREDERICK H. GIBBENS ..	Treasurer	26 Exchange place, N. Y. city.
FRED. F. CHAMBERS	Secretary	26 Exchange place, N. Y. city.
WM. F. HALLESTAD	General Manager	Scranton, Pa.
A. C. SALISBURY	Asst. Superintendent ..	Utica, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE W. CHADWICK	Utica, N. Y.
MILES C. COMSTOCK	Utica, N. Y.
DANIEL B. GOODWIN	Waterville, N. Y.
SAMUEL SLOAN	New York city.
PERCY R. PYNE	New York city.
SOLOMON GRIFFITH	New York city.
MOSES TAYLOR PYNE	New York city.
FREDERICK H. GIBBENS	New York city.
EDWIN R. HOLDEN	New York city.
EDGAR S. AUCHINCLOSS	New York city.
ARTHUR D. CHAMBERS	New York city.

Title of company, Utica, Chenango and Susquehanna Valley Railroad Company.
 General office at Utica, N. Y.
 Date of close of fiscal year, December 31.
 Date of stockholders' annual meeting, second Tuesday in December.
 For information concerning this report, address Fred. F. Chambers, Secretary and Auditor, Delaware, Lackawanna and Western Railroad Company.

UTICA, CLINTON AND BINGHAMTON.

LESSOR.

LESSEE—DELAWARE AND HUDSON CANAL COMPANY.

(See report under Surface Street Railroads.)

UTICA, CLINTON AND BINGHAMTON — ROME AND CLINTON. 675

UTICA, CLINTON AND BINGHAMTON, AND ROME AND CLINTON.

LESSEES.

REPORT BY DELAWARE AND HUDSON CANAL COMPANY, LESSEES, FROM OCTOBER 1, 1885, TO MAY 31, 1886.—SEE ALSO REPORT FOLLOWING THIS, BY NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY, LESSEES, FROM JUNE 1 TO SEPTEMBER 30, 1886.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during portion of year ending May 31, 1886.	Total cost of road and equipment up to May 31, 1886.
Grading, masonry and ballast	\$1,588 01	\$28,942 02
Bridges.....	861 88	592 18
Superstructure (including ties).....	1,790 88	82,144 08
Rails	8,564 67	6,621 99
Land damages .....	.....	1,645 00
Fences	990 58	1,331 12
Passenger and freight stations	7,810 96	20,654 11
Engine and car houses.....	*488 45	7,587 13
Engineering expenses	182 00	891 76
Total cost of road.....	\$15,294 98	\$100,970 87
EQUIPMENT.		
Locomotives.....	*\$1,000 00	\$81,039 59
Passenger cars.....	*800 00	22,600 00
Mail, baggage and express cars.....	*525 00	8,157 10
Freight and other cars.....	*780 00	8,528 81
Total cost of equipment.....	*\$3,105 00	\$120,325 00
Grand total cost of road and equipment	\$12,189 98	\$221,295 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Grading and masonry :</i>		
In side tracks	\$166 66	
In bridge masonry.....	855 85	
In trestles filled up.....	561 00	\$1,588 01
<i>Bridges :</i>		
Excess of cost of new iron bridges over new wooden ones		861 88
<i>Superstructure :</i>		
Ties and labor in side tracks		1,790 88
<i>Rails :</i>		
In side tracks.....		8,564 67
<i>Fences :</i>		
Safety gates at crossings.....		990 58
<i>Passenger and freight stations :</i>		
Passenger station at Utica	\$4,207 92	
Freight depot at Clinton	8,103 04	7,810 96
<i>Engine and car houses :</i>		
Turn-table at Clinton.....	\$61 55	
Less cost of renewing the old one.....	500 00	*488 45
<i>Engineering expenses :</i>		
Services and expenses of engineer corps		182 00
Total		\$15,294 98

* Credit.

<i>Locomotives :</i>	
For depreciation in 1885	*\$1,000 (a)
<i>Passenger cars :</i>	
For depreciation in 1885	*800 (a)
<i>Mail, baggage and express cars :</i>	
For depreciation in 1885	*525 (a)
<i>Freight and other cars :</i>	
For depreciation in 1885	*780 (a)
Total	*\$3,105 (a)

INCOME ACCOUNT FOR EIGHT MONTHS ENDING MAY 31, 1886.

Gross earnings from operation	\$152,953 52
Less operating expenses (excluding all taxes)	79,545 33
Gross income from all sources	\$73,408 19
<i>Deductions from income, as follows, viz.:</i>	
Rentals	\$64,000 00
Taxes on property used in operation of road	7,269 18
Taxes on earnings and capital stock	757 75
	72,026 93
Surplus for eight months to May 31, 1886	\$1,381 26

GENERAL INCOME ACCOUNT.

Surplus for eight months ending May 31, 1886, as shown	\$1,381 26
Deficit up to September 30, 1885	154,435 53
Total deficit May 31, 1886	\$153,054 27

DETAILED STATEMENT OF RENTALS.

Utica, Clinton and Binghamton Railroad Company	\$47,000 (a)
Rome and Clinton Railroad Company	17,000 (a)
Total amount of rentals deducted from income	\$64,000 (a)

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight, through	\$81 19		
Freight, local	115,788 68		
		\$115,870 57	\$115,870 57
Passengers	\$81,456 14		\$81,456 14
Mail	1,802 81		1,802 81
Express	2,800 00		2,800 00
Rents	552 96	471 04	1,024 00
Total gross earnings	\$86,611 91	\$116,341 61	\$152,953 52

OPERATING EXPENSES.

<i>Maintenance of way and structures :</i>			
Repairs of track	\$514 85	\$818 70	\$1,333 55
Steel rails laid, 312 tons, cost \$7,763.11.			
Repairs of roadbed	*1,906 77	*3,691 99	*5,598 76
Repairs of bridges (including culverts and cattle-guards)	*123 30	*541 32	*664 62
Repairs of stations, shops, docks, etc.	525 77	*2,022 60	*1,496 83
Repairs of fences	926 20	1,341 98	2,268 18
Other expenses for maintenance of way and structures	1,392 92	2,111 26	3,504 18
Total	\$1,829 67	*\$1,988 97	*\$3,818 64

* Credit.

UTICA, CLINTON AND BINGHAMTON — ROME AND CLINTON. 677

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES — (Continued). OPERATING EXPENSES.

	Passenger.	Freight.	Total.
<i>Maintenance of equipment :</i>			
Repairs of locomotives.....	\$4, 993 61	\$7, 489 91	\$12, 483 52
Repairs of cars.....	1, 885 97	4, 717 41	6, 603 38
Repairs of machinery and tools.....	120 74	181 64	302 38
Other expenses for maintenance of equip- ment.....	791 91	1, 266 83	2, 058 24
Total	\$7, 792 28	\$13, 655 29	\$21, 447 52
<i>Conducting transportation :</i>			
Wages of conductors and men.....	\$2, 831 32	\$5, 024 02	\$7, 855 34
Wages of engineers and firemen.....	3, 414 86	5, 274 20	8, 689 06
Fuel for locomotives.....	5, 234 57	9, 598 09	14, 832 66
Oil and waste.....	316 60	445 83	762 43
Water supply.....	137 14	234 35	441 49
Other train supplies or expenses.....	383 98	252 90	636 88
Wages of station agents and clerks.....	1, 705 90	2, 479 10	4, 185 00
Wages for labor at stations.....	671 15	2, 283 39	2, 954 54
Station supplies.....	498 52	270 62	769 14
Wages of watchmen, flagmen and switchmen.	1, 254 92	1, 873 68	3, 128 60
Other expenses for conducting transportation	411 89	423 43	835 37
Total	\$16, 880 55	\$23, 209 66	\$40, 090 51
<i>General expenses :</i>			
Salaries of general officers and clerks.....	\$870 68	\$1, 337 98	\$2, 208 66
General office expenses and supplies.....	292 17	414 24	706 41
Stationery and printing.....	216 50	338 40	554 90
Outside agencies and advertising.....	51 28	.....	51 28
Legal expenses.....	188 33	124 87	313 20
Loss and damage of freight and baggage.....	.....	90 61	90 61
Damage to cattle and property.....	42 41	.....	42 41
Injuries to persons.....	1, 133 00	.....	1, 133 00
Telegraph maintenance and operation.....	823 46	1, 205 60	2, 029 06
Mileage of cars of other companies (debit balance).....	.....	4, 479 71	4, 479 71
Other general expenses.....	879 98	1, 172 40	2, 052 38
Total	\$4, 497 79	\$9, 163 81	\$13, 661 60
Grand total operating expenses	\$30, 500 54	\$49, 044 79	\$79, 545 33

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried.....	.....	104, 065	104, 065
Number of passengers carried one mile.....	.....	1, 156, 979	1, 156, 979
Number of tons of freight carried.....	143	256, 758	256, 896
Number of tons of freight carried one mile.....	3, 006	4, 333, 009	4, 341, 015
Passenger train mileage.....	.....	.....	33, 612
Freight train mileage.....	.....	.....	23, 954
All other train mileage.....	.....	.....	23, 718
Total train mileage.....	.....	.....	86, 284

REPORT OF THE RAILROAD COMMISSIONERS.

TRAFFIC AND MILEAGE STATISTICS —(Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$36,611 91	\$30,500 54	\$6,111 37
Average per passenger carried.....	85	29	06
Average per passenger per mile.....	08164	02636	00523
Average per passenger train per mile.	1 09	91	18
Freight earnings and expenses (including miscellaneous earnings)....	116,341 61	49,044 79	67,296 82
Average per ton of freight carried....	45	19	26
Average per ton of freight per mile....	0268	0113	0155
Average per freight train per mile....	4 01	1 69	2 32

ITEM. Computed on earnings from carrying passengers and freight only.	Through.	Local.	Through and local.
	Cents.	Cents.	Cents.
Average rate received per mile for carrying passengers, all classes.....	.....	2.632	2.632
Average rate received per mile per ton for carrying freight, all classes.....	2.72	2.669	2.669

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles leased, all in N. Y. State.
Main line from Utica to Randallville, single track.....	31.28
Branches or other roads, single track.....	12.78
Total single track.....	44.06
Sidings and turnouts on main line.....	15.58
Sidings and turnouts on branches or other roads.....	1.97
Total sidings and turnouts.....	17.55
Grand total of tracks, sidings and turnouts.....	61.61
Laid with steel rail, main line.....	31.28
Laid with iron rail, branches or other roads.....	30.33

Average life of rails—steel, 15 years, iron, 10 years; average life of ties, 7 years; weight of rails per yard—steel, maximum, 68 lbs., minimum, 62 lbs., iron, maximum, 62 lbs., minimum, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with broken stone and gravel.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length.	Owned or leased.	Miles laid with iron rail.
Rome and Clinton.....	Rome.....	Clinton.....	12.78	Leased...	12.78

UTICA, CLINTON AND BINGHAMTON — ROME AND CLINTON. 679

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

BRIDGES.	ENTIRE LINE, ALL IN N. Y. STATE.	
	Number.	Aggregate length.
Iron bridges.....	6	<i>Feet.</i> 276
Wooden bridges.....	32	1,382
Wooden trestles.....	7	1,866
Total.....	45	3,524

EQUIPMENT.	No. leased.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 6 drivers.....	3	\$3,400	123,000	20	8	.....
Locomotives, 4 drivers.....	8		116,000	20		
Total.....	11	.....	.....	.....	8	.....
First-class passenger cars.....	6	\$3,400	37,500	15	6	6
Baggage, mail and express cars.....	3	1,200	38,000	15	3	3
Total.....	9	.....	.....	.....	9	9
Caboose, 4-wheel cars.....	3	\$500	10,000	10	.....	.....
Service cars.....	2	980	10,000	10	.....	.....
Total.....	5	.....	.....	.....	.....	.....

Westinghouse automatic air brake and Miller coupler used on passenger cars.
Automatic safety switches are used on about two-thirds of line, and the ordinary stub switches on remainder of line.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$481,964
Length of steel rails laid during year in repairs, miles.....	8.15
Length of iron rails laid during year in repairs, miles.....	5.76
Railroads crossing road at grade.....	3
Highway crossings at grade without protection.....	62
Highway crossings at grade protected by gates or flagmen.....	7
Highway crossings over or under grade.....	5
Overhead obstructions less than 20 feet above track.....	7

Passenger cars heated by Baker heaters and Spear stoves, lighted with mineral seal oil 300° test, and ventilated by Creamer and Globe ventilators.

The Delaware, Lackawanna and Western Railroad Company's Express, which pays one and one-half first-class tariff rates, runs over this line.

Mails are carried under the terms prescribed by law.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	987	0.4
Grain.....	2,525	1.
Meats and provisions.....	435	0.2
Live stock.....	212	0.1
Lumber.....	6,662	2.6
Pig and bar iron and steel.....	25,051	9.7
Iron or other ores.....	50,843	19.5
Coal and coke.....	130,664	50.9
Petroleum and other oils.....	438	0.2
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.....	5,962	2.3
All other manufactures.....	4,713	1.5
All other merchandise.....	2,873	0.9
All other agricultural products.....	10,961	4.3
All other articles not included above.....	15,960	5.9
Total.....	256,396	100

NUMBER OF ACCIDENTS.

Employees, injured..... 1

EMPLOYEES.

Average number of persons employed (including officials) during year..... 183
 Aggregate amount of salaries and wages paid them, during year..... \$55,279 06

OFFICERS OF THE LESSEE COMPANY.

Name.	Title.	Official Address.
ROBT. M. OLYPHANT.....	President.....	New York city.
LEGRAND B. CANNON.....	Vice-President.....	New York city.
HORACE G. YOUNG.....	Ass't Pres. and Gen'l Manager.....	Albany, N. Y.
JAMES C. HARTT.....	Treasurer.....	New York city.
F. MURRAY OLYPHANT.....	Secretary.....	New York city.

DIRECTORS OF THE LESSEE COMPANY.

Name.	Residence.
ABIEL A. LOW.....	Brooklyn, N. Y.
JAMES M. HALSTED.....	New York city.
LEGRAND B. CANNON.....	New York city.
JAMES R. TAYLOR.....	Brooklyn, N. Y.
JOHN JACOB ASTOR.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
A. R. VAN NEST.....	New York city.
DAVID DOWS.....	New York city.
ROBT. M. OLYPHANT.....	New York city.
BENJ. H. BRISTOW.....	New York city.
JOHN A. STEWART.....	New York city.
FREDERIC BILLINGS.....	New York city.
R. SUYDAM GRANT.....	New York city.

Title of lessee company, Delaware and Hudson Canal Company.

General offices at New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in May.

For information concerning this report, address James C. Hartt, Treasurer.

UTICA, CLINTON AND BINGHAMTON — ROME AND CLINTON. 681

UTICA, CLINTON AND BINGHAMTON, AND ROME AND CLINTON.

LESSEE.

REPORT BY NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY, LESSEE, FROM JUNE 1, TO SEPTEMBER 30, 1886.—SEE, ALSO REPORT PRECEDING THIS BY DELAWARE AND HUDSON CANAL COMPANY, LESSEES, FROM OCTOBER 1, 1885, TO MAY 31, 1886.

The Utica, Clinton and Binghamton, and Rome and Clinton Railroads were leased by the New York, Ontario and Western Railway Company from the Delaware and Hudson Canal Company for a term of thirty-five years from the first day of June, 1886, at a minimum rental of \$70,000 per annum.

INCOME ACCOUNT FOR FOUR MONTHS ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$76,446 97
Less operating expenses (excluding all taxes).....		44,195 80
Gross income from all sources.....		\$32,251 67
<i>Deductions from income, as follows, vis.:</i>		
Rentals	\$28,838 88	
Taxes	2,800 00	
		26,138 33
Net income from all sources.....		\$6,118 84

The net income for operating these railways for the four months, June to September, 1886, is carried forward by the lessees until a full years' working of the leased lines is arrived at.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight		\$58,962 92	\$58,962 92
Passengers.....	\$19,116 98		19,116 98
Mail	928 40		928 40
Express	1,558 69		1,558 69
<i>Miscellaneous, as follows, vis.:</i>			
Telegraph.....	\$78 66		
News privilege.....	88 88		
Rents, etc.....	722 54		
	845 58	584 45	880 03
Total gross earnings.....	\$21,949 60	\$54,497 87	\$76,446 97

OPERATING EXPENSES.

Total operating expenses	\$17,859 91	\$26,835 89	\$44,195 80
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TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Total, all local.
Number of passengers carried	64,608
Number of passengers carried one mile.....	720,093
Number of tons of freight carried.....	164,797
Number of tons of freight carried one mile	8,141,832
Passenger train mileage.....	19,807
Freight train mileage.....	80,622
Total train mileage.....	50,429

REPORT OF THE RAILROAD COMMISSIONERS.

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$21, 949 60	\$17, 859 91	\$4, 589 69
Average per passenger carried ...	839	268	071
Average per passenger per mile.....	0804	0241	0063
Average per passenger train per mile..	1 108	876	222
Freight earnings and expenses (including miscellaneous earnings). ..	54, 497 87	26, 835 89	27, 661 98
Average per ton of freight carried....	8307	1628	1679
Average per ton of freight per mile...	0173	0085	0088
Average per freight train per mile ...	1 779	876	903

ITEM.

Computed on earnings from carrying passengers and freight only.	Cents.
Average rate received per mile for carrying passengers, all local	2.65
Average rate received per mile per ton for carrying freight, all local.....	1.71

MISCELLANEOUS STATISTICS.

DESCRIPTION OF FREIGHT MOVED.

ITEM.	Tonnage.	Per cent.
Flour.....	225	.12
Grain.....	884	.51
Meats and provisions.....	410	.25
Live stock.....	121	.08
Lumber.....	8, 879	3.35
Pig and bar iron and steel.....	11, 254	6.33
Iron or other ores.....	28, 927	17.35
Coal and coke.....	90, 869	54.63
Petroleum and other oils.....	105	.07
Shipments of manufactured goods received by railroad companies within this State from manufactories within this State.	2, 781	1.68
All other manufactures.....	1, 009	.63
All other merchandise.....	1, 624	.99
All other agricultural products.....	722	.44
All other articles not included above.....	22, 517	13.67
Total.....	164, 797	100 .

NUMBER OF ACCIDENTS.

Employees, killed.....	1
Others, killed.....	1
Total.....	2

EMPLOYEES.

Average number of persons employed (including officials) during four mos.	139
Aggregate amount of salaries and wages paid them, during four months ...	\$23, 654 40

Title of company, New York, Ontario and Western Railway Company, lessees of the Utica, Clinton and Binghamton, and Rome and Clinton Railroads.

General offices at 16 and 18 Exchange place, New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address J. Burton, Secretary and Treasurer.

VALLEY.

LESSOR.

LESSEE — DELAWARE, LACKAWANNA AND WESTERN.

(Date of charter, March 14, 1869.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	7,500	\$750,000
Number of stockholders.....		65

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstand- ing.
			Rate.	When payable. .		
First mortgage bonds	Aug. 1, 1881	30	p.c. 5	Feb. & Aug.	\$500,000	\$400,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Additions and betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading, masonry and ballast			\$537,222 08
Bridges.....			146,697 72
Superstructure (including ties)			282,972 19
Fences		\$8 28	92,920 24
Passenger and freight stations.....			5,652 85
Engineering expenses.....			38,872 84
Total cost of road.....		\$8 28	\$1,099,337 42
EQUIPMENT.			
Freight and other cars.....			60,000 00
Grand total cost of road and equipment		\$8 28	\$1,159,337 42

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

<i>Rental paid by lessee directly to stock and bondholders:</i>	
Twelve months' interest on stock.....	\$57,500 00
Twelve months' interest on bonds.....	50,000 00
	<u>\$57,500 00</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,095,337 43
Cost of equipment.....	60,000 00
	<u>\$1,155,337 43</u>
LIABILITIES.	
Capital stock.....	\$750,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Due lessee for advances.....	9,337 43
	<u>\$1,155,337 43</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Pennsylvania State line to Binghamton, single track.	11.54
Second track on main line.....	11.54
Sidings and turnouts on main line.....	2.22
Grand total of tracks, sidings and turnouts.....	<u>25.30</u>
Laid with steel rail, main line	<u>24.22</u>

BRIDGES.	ENTIRE LINE IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges.....	4	934

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	Average life of each, years.
Box freight cars.....	100	\$800	23,100	19

Common hand brake and link coupler are used on freight cars.
Wharton, and split switches are used on entire line.

MISCELLANEOUS STATISTICS.

	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles.....	11.00
Total assessed value of real estate and personal property of company, say.....	\$322,151
Railroad crossing at grade.....	1
Highway crossings at grade without protection	3
Highway crossing at grade protected by gates or flagman.....	1

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL SLOAN	President.....	26 Exchange Place, N. Y. city.
FRED. F. CHAMBERS....	Secretary and Treasurer..	26 Exchange Place, N. Y. city.
WM. F. HALLSTEAD	General Manager.....	Scranton, Pa.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SAMUEL SLOAN	New York city.
PERCY R. PYNE.....	New York city.
FRED. F. CHAMBERS.....	New York city.
BENJ. G. CLARKE.....	Jersey City, N. J.
FRED. H. GIBBENS.....	New York city.
EDWIN R. HOLDEN.....	New York city.
GEO. W. B. CUSHING.....	New York city.
BENJ. A. HEGEMAN.....	New York city.
MOSES TAYLOR PYNE.....	New York city.
ARTHUR D. CHAMBERS.....	New York city.
LOUIS P. CHILD.....	New York city.

Title of company, Valley Railroad Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address Fred. F. Chambers, Sec'y and Auditor.

WALLKILL VALLEY.

(Date of charter, July 2, 1877.)

For history of organization, see Report of 1885.

On account of destruction of records by the fire at the West Shore station, foot of 42d street, New York city, many items which should appear in the following report cannot be given.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding	3,800	\$380,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First m'tgage b'ds.	Aug. 1, 1877	40	7	Jan & July	\$250,000	\$250,000	\$250,000
Second mortgage income bonds...	Aug. 1, 1877	40	7	.....	330,000	330,000	330,000

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Grading, masonry and ballast.....		\$36,500 59
Bridges.....		40,423 39
Superstructure (including ties).....		85,651 59
Land, land damages and fences.....		11,150 96
Passenger and freight stations, engine and car houses, shops, machinery and tools and fuel and water stations.....		4,439 98
Engineering expenses.....		14,916 15
Cost of road and franchise.....		649,718 08
Total cost of road.....		\$892,795 09
EQUIPMENT.		
Locomotives.....		\$16,968 48
Passenger, mail, baggage and express cars.....		16,298 15
Freight and other cars.....		10,296 73
Total cost of equipment.....		\$43,563 36
Grand total cost of road and equipment.....		\$936,358 45

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$99,407 48
Less operating expenses (excluding all taxes).....		51,048 31
Gross income from all sources.....		\$18,359 17
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$17,500 00	
Taxes on property used in operation of road.....	6,194 20	
Taxes on earnings and capital stock.....	472 54	
Discount and interest.....	326 66	
		24,493 40
Deficit for year ending September 30, 1886.....		\$6,134 28

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$6,134 28
Deficit up to September 30, 1885.....	43,109 44
Total deficit September 30, 1886.....	\$49,243 67

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

	Passenger.	Freight.	Total.
Freight.....		\$58,631 79	\$58,631 79
Passengers, through..... \$861 90			
Passengers, local..... 35,065 82			
	\$35,427 72		35,427 72
Mail.....	1,957 49		1,957 49
Express.....	2,820 26		2,820 26
<i>Miscellaneous, as follows, viz.:</i>			
Telegraph..... \$499 72			
Miscellaneous..... 70 50			
	570 22		570 22
Total gross earnings.....	\$40,775 69	\$58,631 79	\$99,407 48

OPERATING EXPENSES.

Maintenance of way and structures.....	\$11,828 08	\$11,790 89	\$23,618 97
Maintenance of equipment.....	7,091 26	7,380 69	14,471 95
Conducting transportation.....	15,484 42	16,116 43	31,600 85
General expenses.....	5,809 97	6,047 13	11,857 10
Grand total operating expenses.....	\$39,713 63	\$41,334 63	\$81,048 26

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$892,795 08
Cost of equipment		48,558 30
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$4,660 14	
Due by agents	5,529 98	
Open accounts	1,481 74	
Materials and supplies	10,182 40	
Sundries	3,710 08	
		25,564 29
Profit and loss (deficiency)		49,243 67
		<u>\$1,011,161 34</u>

LIABILITIES.		
Capital stock		\$330,000 00
Funded debt		580,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued		11,840 00
Audited vouchers and pay rolls		12,645 80
Open accounts		67,175 54
Loans and bills payable		10,000 00
		<u>\$1,011,161 34</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	Through.	Local.	Total.
Number of passengers carried	658	110,824	110,982
Number of passengers carried one mile	15,079	1,243,605	1,268,684
Number of tons of freight carried			78,239
Number of tons of freight carried one mile			1,066,082
Passenger train mileage			47,803
Freight train mileage			49,815
Total train mileage			97,128

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings)	\$40,775 69	\$28,366 91	\$12,408 78
Average per passenger carried	87	255	115
Average per passenger per mile	032	0224	0096
Average per passenger train per mile	86	60	26
Freight earnings and expenses (including miscellaneous earnings)	58,631 79	52,681 40	5,950 39
Average per ton of freight carried	80	715	085
Average per ton of freight per mile	055	0494	0056
Average per freight train per mile	1 17	1 03	09

ITEM.	Through.	Local.	Through and local.
Computed on earnings from carrying freight and passengers only.			
Average rate received per mile for carrying passengers, all classes	Cents. 2.40	Cents.	Cents. 2.81
Average rate received per mile per ton for carrying freight, all classes .....	.....	.....	5.5

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from Montgomery to Albany (charter).....	85.25
Main line from Montgomery to Kingston, single track.....	33.46
Sidings and turnouts on main line	8
Grand total of tracks, sidings and turnouts.....	85.46
Laid with steel rail, main line.....	27
Laid with iron rail, main line	6.46

Average life of rails — iron, 12 years; average life of ties, 7 years; weight of rails per yard, steel, 56 lbs.; gauge of track, 4 feet 8½ inches; ballasted with gravel.

DESCRIPTION OF ROAD AND EQUIPMENT.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	1,173
Wooden bridges	13	899
Wooden trestles.....	38	1,533
Total	53	3,605

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers.....	2	\$7,000	116,000	2	.....
First-class passenger cars	2	\$4,000	44,000	2	2
Baggage, mail and express cars.....	3	2,400	35,000	3	3
Total	5	.....	.....	5	5
Box freight cars	12	\$645	24,000	.....	.....
Flat freight cars.....	2	435	15,000	.....	.....
Total.....	14	.....	.....	.....	.....

Westinghouse brake used on passenger cars.

The stub switch is in general use on this line, but all renewals are made with the Wharton, Lorenz and Tracy Safety switch.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles.....	35
Railroads crossing road at grade	2
Highway crossings at grade without protection.....	46
Highway crossings over or under grade	6

Passenger cars are heated by Spear stoves; lighted with kerosene (800° test) oil, and ventilated by roof ventilation.

The United States Express company runs over this line. The railroad company receives from the express company arbitrary rates, varying from 20 to 35 cents per 100 lbs. on all express freight carried.

Rate of compensation for the transportation of mails is fixed by the Post-Office Department, and is based upon weight of mails carried and facilities furnished to the Post-Office Department.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ASHBEL GREEN	President	5 Vanderbilt ave., N. Y. city.
JOSEPH P. ORD	Sec. and Treasurer	5 Vanderbilt ave., N. Y. city.
JAMES D. LAYNG	General Manager	5 Vanderbilt ave., N. Y. city.
GEO. H. GRAVES	Superintendent	Kingston, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ASHBEL GREEN	Tenafly, N. J.
JOSEPH P. ORD	Englewood, N. J.
HERBERT E. KINNEY	New York city.
JAMES D. LAYNG	New York city.
EDWARD D. ADAMS	New York city.
CHAS. H. COSTER	New York city.
OTTO T. BANNARD	New York city.
WALTER KATTE	New York city.
WILLIAM H. SANFORD	New York city.
FRANKLIN E. WORCESTER	Brooklyn, N. Y.
ALBERT B. TAYLOR	Brooklyn, N. Y.
JOHN E. CURRAN	Englewood, N. J.
(One vacancy.)	

Title of company, Wallkill Valley Railroad Company.

General office at 5 Vanderbilt avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address Joseph P. Ord, Treasurer.

WAVERLY AND STATE LINE.

LESSOR.

LESSEE — PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

(Date of charter, June 11, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash, and now outstanding	100	\$10,000 00

COST OF ROAD.

Total cost of road up to September 30, 1886 \$64,396 05

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rentals \$600 00
Payments from net income, as follows, viz.:
 Charges against rentals 600 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$64,396 05

LIABILITIES.	
Capital stock	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Unfunded debt	54,396 05
	<u>\$64,396 05</u>

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line from State line to New York, Lake Erie and Western Railroad junction, single track .....	.40
Second track on main line .....	.4
Sidings and turnouts on main line	2.07
Grand total of tracks, sidings and turnouts.....	<u>2.87</u>
Laid with steel rail, main line .....	.34
Laid with steel rail, sidings.....	1.5
Laid with iron rail, sidings.....	.53

Average life of ties, 6 years; weight of rails per yard, 58 lbs.; gauge of track, 4 feet 6 inches; ballasted with gravel.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ELISHA P. WILBUR.....	President.....	Bethlehem, Pa.
CHARLES HARTSHORNE.....	Vice-President.....	Philadelphia, Pa.
JOHN R. FANSHAWE.....	Sec'y and Treasurer	Philadelphia, Pa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
ELISHA P. WILBUR.....	Bethlehem, Pa.
CHARLES HARTSHORNE.....	Philadelphia, Pa.
ROBERT H. SAYRE.....	Bethlehem, Pa.
GEORGE M. DIVEN.....	Elmira, N. Y.
WILLIAM STEVENSON.....	Sayre, Pa.
WILLIAM C. ALDERSON.....	Philadelphia, Pa.
JOHN R. FANSHAWE.....	Philadelphia, Pa.

Title of company, Waverly and State Line Railway Company.

General offices at 228 South Third street, Philadelphia, Pa.

Date of stockholders' annual meeting, third Thursday in November.

For information concerning this report, address John R. Fanshawe, Secretary.

WAVERLY AND STATE LINE.

LESSEE.

NO REPORT.

WELLVILLE, BOLIVAR AND ELDRED

LESSOR.

LESSEE—BRADFORD, ELDRED AND CUBA.

(Date of charter, April 29, 1881.)

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	1,000	\$100,000

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$412,400 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.**ASSETS.**

Cost of road \$412,400 00
 Amount due from other companies..... 6,990 00
\$419,390 00

LIABILITIES.

Capital stock \$6,990 00
 Unfunded debt, amount due Bradford, Eldred and Cuba Railroad Company
 for construction 412,400 00
\$419,390 00

Title of company, Wellsville, Bolivar and Eldred Railroad Company.

Date of close of fiscal year, September 30.

For information concerning this report, address T. C. Platt, Receiver, 82 Broadway, New York city.

WEST SHORE.

LESSOR.

LESSEE—NEW YORK CENTRAL AND HUDSON RIVER.

(Certificate of incorporation filed December 5, 1885.)

The West Shore Railroad Company was organized in conformity with the provisions of an act of the Legislature of the State of New York, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," passed May 11, 1874, being chapter 480 of the Laws of 1874, and any acts amendatory thereof or supplemental thereto.

Under judgment of foreclosure against the New York, West Shore and Buffalo Railway Company the property and franchises of said company were sold at public sale on the 24th day of November, 1885, and on the 5th day of December, 1885, were duly conveyed to the purchasers, J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green, joint tenants.

REPORT OF THE RAILROAD COMMISSIONERS.

On the 5th day of December, 1885, said purchasers organized the West Shore Railroad Company, and on the same date conveyed certain portions of the property and franchises so acquired to the West Shore Railroad Company.

Under date of December 5, 1885, the railroad property of the West Shore Railroad Company was leased to the New York Central and Hudson River Railroad Company, for four hundred and seventy-five years from January 1, 1886, with a privilege of further term of five hundred years, at an annual rental of the full amount of interest, at four per cent per annum, as it matures upon outstanding bonds secured by a first mortgage not exceeding fifty million dollars of principal.

The operation of this property with "Description of Road and Equipment" for the period ending September 30, 1886, is included in the report of the New York Central and Hudson River Railroad Company.

NOTE.—The Branch railroad extending from the junction with the New York, Ontario and Western Railway at Middletown, Orange county, N. Y., to a point of junction with the main line of the West Shore Railroad in the town of Cornwall, was conveyed to the New York, Ontario and Western Railway Company by the purchasers at the foreclosure sale on January 1, 1886, and is now owned and operated by said company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued in pursuance of plan of reorganization and now outstanding.....	100,000	\$10,000,000
Number of stockholders.....		14

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mort. guar't'd bds.	Jan. 1, 1886	47½	p.c. 4	Jan. and July	\$50,000,000	\$50,000,000

COST OF ROAD AND EQUIPMENT.

Total cost up to
Sept. 30, 1886.

*Grand total cost of road and equipment..... \$80,000,000 (a)

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment.....	\$60,000,000 (a)
LIABILITIES.	
Capital stock	\$10,000,000 (a)
Funded debt	50,000,000 (a)
	\$60,000,000 (a)

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CHAUNCEY M. DEPEW.....	President.....	New York city.
ASHBEL GREEN.....	Vice-President and Gen. Counsel..	New York city.
EDWARD V. W. ROSSITER....	Secretary and Treasurer	New York city.

* As property was purchased under foreclosure sale, no classification of the cost can be given.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CORNELIUS VANDERBILT.....	New York city.
WM. K. VANDERBILT.....	New York city.
FRED'K W. VANDERBILT.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
ASHBEL GREEN.....	Tenafly, N. J.
J. PIERPONT MORGAN.....	New York city.
EDWARD D. ADAMS.....	New York city.
CHAS. C. CLARKE.....	New York city.
J. HOOD WRIGHT.....	New York city.
CHAS. LANIER.....	New York city.
HORACE J. HAYDEN.....	New York city.
CHAS. EDWARD TRACEY.....	New York city.
SAMUEL F. BARGER.....	New York city.

Title of company, West Shore Railroad Company.

General offices at Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Wednesday in April.

For information concerning this report, address E. V. W. Rossiter, Treasurer.

WEST SIDE AND YONKERS.

LESSOR.

LESSEE — NEW YORK CITY AND NORTHERN.

(Date of charter, July 21, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
*Authorized by law or charter, and issued for actual cash.....	4,000	\$400,000	.....
Total now outstanding.....	100	\$10,000	\$10,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized
			Rate.	When payable.	
†First mortgage.....	May 1, 1880	80	p. c 6	.....	\$1,142,500

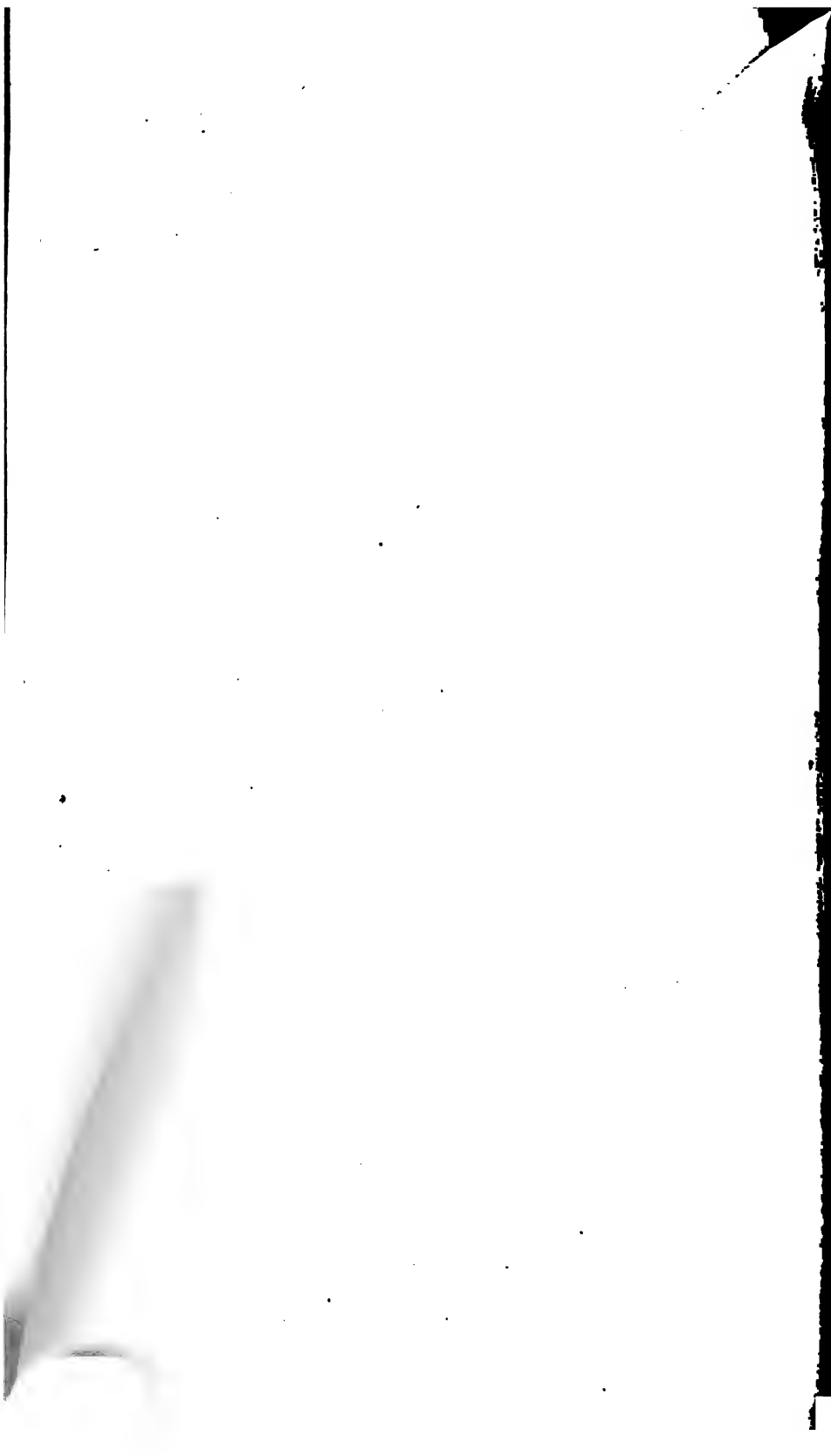
* Three hundred and ninety thousand dollars exchanged for stock of New York City and Northern Railroad Company under term of lease.

† Exchanged for bonds of New York City and Northern Railroad Company.

REPORTS

OF

ELEVATED RAILROAD COMPANIES.



ELEVATED.

1885. SEE ALSO REPORT OF COMPANY, JAN-
1886.

EQUIPMENT.

	Additions or betterments during portion of year ending Dec. 31, 1885.	Total cost of road and equipment up to Dec. 31, 1885.
Track superstructure, station, water machine shops, etc.....	\$289,825 19	\$8,496,909 02
.....	23,525 00	36,825 00
..... charged to construction.....	.....	633,353 10
..... constructed road.....	.....	144,852 75
..... of road.....	\$318,350 19	\$9,311,439 87
EQUIPMENT.		
.....motives.....	\$233 40	\$97,473 07
.....passenger car.....	10,597 95	253,247 80
.....freight and other cars.....	.....	780 00
Total cost of equipment.....	\$10,831 35	\$351,500 87
Grand total cost of road and equipment.....	\$324,181 54	\$9,662,940 24

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Extension of road from Washington street to Fulton Ferry and from Ala- bama avenue to Van Sicklen avenue, passenger stations at Fulton Ferry and Van Sicklen avenue, foot bridge on Washington street, machine shop and trestle East New York.....	\$289,825 19
Right of way on York and Front streets.....	23,525 00
Setting up engines Nos. 24 to 30.....	233 40
Car heaters.....	10,597 95
Total.....	\$324,181 54

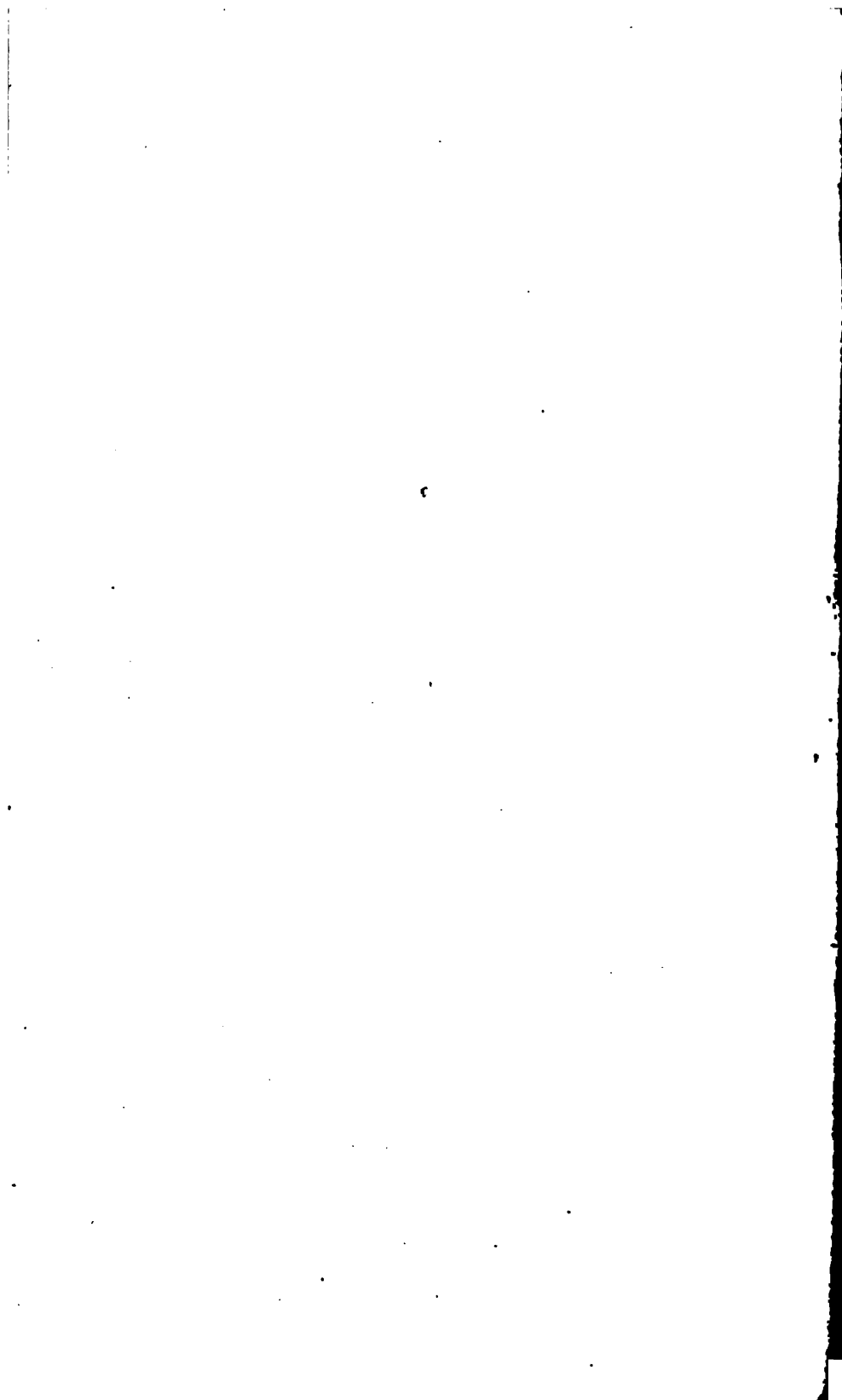
* INCOME ACCOUNT FOR QUARTER ENDING DECEMBER 31, 1885.

Gross earnings from operation.....	\$122,575 81
Less operating expenses (excluding all taxes).....	98,036 07
Gross income from all sources.....	\$24,539 74
<i>Deductions from income, as follows, viz.:</i>	
Portion of interest on funded debt due and accrued.....	† \$23,934 30
Taxes on earnings and capital stock.....	605 44
	24,539 74

* For operation of road from December 31, 1885, see report of Brooklyn Elevated Rail-
road Company.

† Portion of interest due and accrued on bonds outstanding December 31, 1885; the bal-
ance was charged to interest and discount in construction account, trustees being liable
for all interest accrued up to time they delivered road and equipment over to company as
per contract, dated May 29, 1884. (Copy of contract was forwarded with report for year
ending September 30, 1885).

Road and equipment was delivered to railroad company by trustees on Dec. 30, 1885.



BROOKLYN ELEVATED.

REPORT OF TRUSTEES OCTOBER 1 TO DECEMBER 31, 1885. SEE ALSO REPORT OF COMPANY, JANUARY 1 TO SEPTEMBER 30, 1886.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during portion of year ending Dec. 31, 1885.	Total cost of road and equipment up to Dec. 31, 1885.
Foundations, structure, track superstruction, station, water and coaling stations, machine shops, etc.....	\$289,825 19	\$8,496,909 02
Land damages	28,525 00	36,825 00
Interest and discount charged to construction.....		688,353 10
Purchase of constructed road.....		144,852 75
Total cost of road.....	\$318,350 19	\$9,311,439 87
EQUIPMENT.		
Locomotives	\$233 40	\$97,473 07
Passenger car.....	10,597 95	253,247 30
Freight and other cars		780 00
Total cost of equipment	\$10,831 35	\$351,500 37
Grand total cost of road and equipment.....	\$324,181 54	\$9,662,940 24

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Extension of road from Washington street to Fulton Ferry and from Alabama avenue to Van Sicklen avenue, passenger stations at Fulton Ferry and Van Sicklen avenue, foot bridge on Washington street, machine shop and trestle East New York	\$289,825 19
Right of way on York and Front streets.....	28,525 00
Setting up engines Nos. 24 to 30.....	233 40
Car heaters.....	10,597 95
Total	\$324,181 54

* INCOME ACCOUNT FOR QUARTER ENDING DECEMBER 31, 1885.

Gross earnings from operation.....	\$122,575 81
Less operating expenses (excluding all taxes).....	98,036 07
Gross income from all sources.....	\$24,539 74
<i>Deductions from income, as follows, viz.:</i>	
Portion of interest on funded debt due and accrued.....	† \$28,934 80
Taxes on earnings and capital stock.....	605 44
	24,539 74

* For operation of road from December 31, 1885, see report of Brooklyn Elevated Railroad Company.

† Portion of interest due and accrued on bonds outstanding December 31, 1885; the balance was charged to interest and discount in construction account, trustees being liable for all interest accrued up to time they delivered road and equipment over to company as per contract, dated May 29, 1884. (Copy of contract was forwarded with report for year ending September 30, 1885).

Road and equipment was delivered to railroad company by trustees on Dec. 30, 1885.

ANALYSIS OF OPERATING EXPENSES.

EARNINGS.

Passengers.....	\$121,090 00
Advertising.....	1,435 51
Total gross earnings.....	\$122,575 51

OPERATING EXPENSES.

Maintenance of way and structures:

Repairs of track, structure and track superstructure.....	\$2,309 92
Repairs of stations, shops, docks, etc.....	59 06
Total.....	\$2,368 98

Maintenance of equipment:

Repairs of locomotives.....	\$2,659 51
Repairs of cars.....	2,376 43
Repairs of machinery and tools.....	56 93
Other expenses for maintenance of equipment.....	810 04
Total.....	\$5,933 25

Conducting transportation:

Wages of conductors and men.....	\$11,312 30
Wages of engineers, firemen, hostlers and wipers.....	17,707 83
Fuel for locomotives.....	16,295 53
Oil and waste.....	1,087 29
Water supply.....	889 35
Other train supplies or expenses.....	2,936 58
Wages of station agents and gatemen.....	14,623 60
Wages for labor at stations, porters.....	2,240 16
Station supplies, gas and light.....	1,879 23
Wages of watchmen, flagmen and switchmen.....	2,532 56
Other expenses for conducting transportation.....	5,309 12
Total.....	\$77,703 26

General expenses:

Salaries of general officers and clerks.....	\$6,377 56
General office expenses and supplies.....	1,647 44
Stationery and printing.....	928 34
Damage to property.....	16 00
Injuries to persons.....	1,361 30
Telegraph maintenance.....	55
Other general expenses.....	1,679 25
Total.....	\$12,030 55

Grand total operating expenses..... \$98,636 07

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried.....	2,431,800
Passenger train mileage.....	230,992
All other train mileage.....	739
Total train mileage.....	231,731

Item.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including miscellaneous earnings)....	\$122,575 81	\$98,636 07	\$24,539 74
Average per passenger carried.....	0506	0405	0101
Average per passenger train per mile.	55	44	11

BROOKLYN ELEVATED.

701

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	6	.....	6
Employees	7	1	8
Others	1	.....	1
Total	14	1	15

EMPLOYEES.

Average number of persons employed (including officials) during year..... 450
 Aggregate amount of salaries and wages paid them during year..... \$69,517 24

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
FREDERICK UELMANN.....	Chairman.....	49 Fulton street, Brooklyn.
ALFRED J. POUCH.....	Treasurer.....	49 Fulton street, Brooklyn.
JOHN W. W. MITCHELL.....	Secretary <i>pro tem</i>	49 Fulton street, Brooklyn.
FREDERICK MARTIN.....	Gen'l Superintendent...	49 Fulton street, Brooklyn.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHAS. J. G. HALL.....	New York city.
EDWARD LAUTERBACH.....	New York city.
FREDERICK UELMANN.....	New York city.
LEONARD LEWISOHN.....	New York city.
ADOLF LADENBURG.....	New York city.
ASHEEL P. FITCH.....	New York city.
HUGO ROTHSCHILD.....	New York city.
ELBERT SNEDECKER.....	Brooklyn, N. Y.
ALFRED J. POUCH.....	Brooklyn, N. Y.
STEPHEN PETTUS.....	Brooklyn, N. Y.
ABRAM J. HARDENBERGH.....	Brooklyn, N. Y.

Title of company, The Trustees of the Brooklyn Elevated Railway Company.

General offices at 49 Fulton street, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of trustees' annual meeting, January 1.

For information concerning this report, address The Trustees of The Brooklyn Elevated Railway Company.

BROOKLYN ELEVATED.

(Date of charter, May 26, 1874.)

REPORT OF COMPANY FROM JANUARY 1 TO SEPTEMBER 30, 1886. SEE, ALSO, REPORT OF TRUSTEES, OCTOBER 1 TO DECEMBER 31, 1885.

For history of organization, see Report of 1885.

The total issue of stock and bonds was delivered to Trustees of the Brooklyn Elevated Railway Company under contract dated May 29, 1884, for construction and equipment of road and redemption of old securities of the Brooklyn Elevated Railway Company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	50,000	\$5,000,000 00

Number of stockholders..... 163

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized.	Amount outstanding.
			Rate.	When payable.		
First mortgage	Oct. 1, 1884	40	p.c.	Apr. & Oct.	\$3,500,000 00	\$3,500,000 00
Second mortgage	July 1, 1885	80	"	Jan. & July	1,250,000 00	1,250,000 00
Total					\$4,750,000 00	\$4,750,000 00

COST OF ROAD.

	Additions or betterments from Dec. 31, 1885, to Sept. 30, 1886.	Total cost of road up to Sept. 30, 1886.
Foundations, structure, track superstructure	\$18,293 97	\$18,293 97
Passenger stations and furniture and fixtures	1,842 61	1,842 61
Shops, machinery and tools	2,424 98	2,424 98
Fuel and water stations	3,692 74	3,692 74
†Road built by contract		9,662,940 54
Total cost of road	\$26,254 30	\$9,689,194 54

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Turnout, Gates avenue, signal stations, drip pans and track houses along line, and foundations Myrtle avenue Branch.....	\$18,293 97
Additions to stations and furniture and fixtures.....	1,842 61
Addition to shop and tools.....	2,424 98
Water station at Van Sicklen avenue and coaling station at Fulton Ferry...	3,692 74
Total.....	\$26,254 30

‡ INCOME ACCOUNT FOR NINE MONTHS ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$395,904 73
Less operating expenses (excluding all taxes).....	281,336 29
Net earnings from operation.....	\$114,568 44

*Three years at 3 per cent and 5 per cent thereafter.

†See report of the Trustees of the Brooklyn Elevated Railway Company.

‡See report of Trustees for operation of road for quarter ending December 31, 1885.

<i>Income from other sources, as follows, viz.:</i>		
Rents.....	\$257 55	
Interest.....	94 00	
		<u>\$351 55</u>
Gross income from all sources.....		\$114,919 99
<i>Deductions from income, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$175,267 50	
Taxes on earnings and capital stock.....	1,984 22	
Interest on loans.....	2,081 00	
		<u>179,282 72</u>
Deficit for nine months ending September 30, 1886.....		<u>\$64,312 73</u>

GENERAL INCOME ACCOUNT.

Deficit for nine months ending September 30, 1886, as shown.....	\$64,312 73
*Less profit, being value of coal, supplies, stationery and other material received from the Trustees of the Brooklyn Elevated Railway December 30, 1885.....	26,276 57
Total deficit September 30, 1886.....	<u>\$38,036 16</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passengers.....	\$386,843 25
Advertising and news privileges.....	9,061 48
Total gross earnings.....	<u>\$395,904 73</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track, structure and track superstructure.....	\$10,672 88
Steel rails laid, 25 tons, cost.....	871 87
Repairs of stations, shops, docks, etc.....	793 61
Total.....	<u>\$12,338 36</u>

Maintenance of equipment:

Repairs of locomotives.....	\$11,155 57
Repairs of cars.....	8,861 70
Repairs of machinery and tools.....	450 14
Other expenses for maintenance of equipment.....	3,159 98
Total.....	<u>\$23,627 39</u>

Conducting transportation:

Wages of conductors and men.....	\$29,543 37
Wages of engineers and firemen, hostlers and wipers.....	54,628 93
Fuel for locomotives.....	46,188 68
Oil and waste.....	2,790 80
Water supply.....	2,425 63
Other train supplies or expenses.....	3,118 59
Wages of station agents and gatemen.....	39,915 86
Wages for labor at stations, porters.....	7,101 60
Station supplies.....	2,490 57
Wages of watchmen, flagmen and switchmen.....	7,644 21
Other expenses for conducting transportation.....	17,585 53
Total.....	<u>\$213,433 87</u>

General expenses:

Salaries of general officers and clerks.....	\$11,573 65
General office expenses and supplies.....	559 38
Stationery and printing.....	2,608 01

*The profit, \$26,276.57, represents the value of supplies and material that the Trustees had on hand December 30, 1885, which they turned over to the Railroad Company free of charge.

Outside agencies and advertising.....	\$45 55
Legal expenses.....	9, 289 12
Damage to property.....	19 00
Injuries to persons.....	164 40
Telegraph maintenance.....	252 92
Other general expenses.....	7, 404 61
Total.....	<u>\$31, 936 67</u>
Grand total operating expenses.....	<u>\$281, 336 29</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road and equipment.....		\$9, 689, 194 54
<i>Current assets; as follows, viz.:</i>		
Cash on hand.....	\$8, 254 80	
Due by agents.....	35	
Open accounts.....	168 69	
Materials and supplies.....	22, 034 33	
Sundries.....	26, 252 89	
		<u>54, 711 06</u>
Profit and loss (deficiency).....		38, 036 16
		<u>\$9, 783, 941 76</u>
LIABILITIES.		
Capital stock.....		\$5, 000, 000 00
Funded debt.....		4, 750, 000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$9, 517 50	
Audited vouchers and pay-rolls.....	22, 267 62	
Sundries.....	2, 156 64	
		<u>33, 941 76</u>
		<u>\$9, 783, 941 76</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.		
Number of passengers carried.....		7, 736, 865
Passenger train mileage.....		678, 122
All other train mileage.....		1, 673
Total train mileage.....		<u>679, 794</u>

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including mail, express and miscellaneous earnings).....	\$395, 904 73	\$281, 336 29	\$114, 568 44
Average per passenger carried.....	0511	0863	0143
Average per passenger train per mile.	58	41	17

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Miles owned all in N. Y. State.
Main line from Fulton Ferry to Van Sicklen avenue, single track.....		6.75
Second track on main line.....		6.75
Sidings and turnouts on main line.....		.60
Grand total tracks, sidings and turnouts.....		<u>13.10</u>
Laid with steel rail, main line.....		<u>6.75</u>
Weight of rail per yard, steel, 60 lbs.; gauge of track, 4 feet 8½ inches.		

EQUIPMENT.	No. owned.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
Locomotives, 4 drivers	80	\$3,249	42,600	80
First-class passenger cars	90	2,818	24,900	90
Flat freight cars	2	800	20,000	2

Eames' vacuum brake used on cars of this road.

Split Safety switches (Pennsylvania Steel Company pattern) used on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Telegraph owned and operated by company, miles	6.75
Cost of real estate now held by company, exclusive of that used in operation	\$41,180 20
Total assessed value of real estate and personal property of company	27,458 46
Length of steel rails laid during year in repairs, miles .....	.28
Railroad crossing road over or under grade	1

Passenger cars are heated by the perfected Baker car heaters, lighted with oil and ventilated by deck roof windows.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	3	1	4
Employees	2	.....	2
Total	5	1	6

EMPLOYEES.

Average number of persons employed (including officials) during year	422
Aggregate amount of salaries and wages paid them during year	\$200,802 11

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
HENRY W. PUTNAM ..	President	49 Fulton st., Brooklyn, N. Y.
ELBERT SNEDECKER ..	Vice-Prest. and Gen'l Mangr.	49 Fulton st., Brooklyn, N. Y.
STEPHEN PETTUS	Secretary and Treasurer	49 Fulton st., Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HENRY W. PUTNAM	New York city.
HENRY W. PUTNAM, JR.	New York city.
FREDERICK UHLMANN	New York city.
EDWARD LAUTERBACH	New York city.
FREDERICK MARTIN	New York city.
HUGO ROTHSCHILD	New York city.
LEONARD LEWISOHN	New York city.
ADOLPH LADENBURG	New York city.
STEPHEN PETTUS	Brooklyn, N. Y.
A. J. HARDENBURGH	Brooklyn, N. Y.
ELBERT SNEDECKER	Brooklyn, N. Y.

Title of company, Brooklyn Elevated Railroad Company.
 General offices at 49 Fulton street, Brooklyn, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Wednesday of January.
 For information concerning this report, address Brooklyn Elevated Railroad Company.

CONEY ISLAND ELEVATED.

REPORT FROM OCTOBER 1, 1885, TO APRIL 21, 1886. SEE ALSO REPORT OF SEA VIEW ELEVATED FROM APRIL 22, TO SEPTEMBER 30, 1886.

(Date of charter, June 28, 1880.)

Road sold at foreclosure sale April 21, 1886, and reorganized as the Sea View Railroad Company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	5,000	\$500,000	
Issued for actual cash	1,165	\$116,500	\$116,500
Issued on account of construction.....	50	5,000	
Total now outstanding.....	1,215	\$121,500	\$116,500

Number of stockholders 54

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort'ge b'ds.	May 1, 1881	10	p. c. 6	May & Nov.	\$150,000	\$150,000	\$118,125

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Superstructure (including ties).....		\$145,267 11
Rails		12,500 00
Land and land damages		44,753 48
Passenger and freight stations.....		9,903 70
Engineering expenses		5,099 50
Total cost of road.....		\$217,523 29

CONEY ISLAND ELEVATED.

707

EQUIPMENT.	
Locomotives	\$10,842 97
Passenger cars.....	13,558 12
Total cost of equipment.....	<u>\$24,401 09</u>
Grand total cost of road and equipment	<u><u>\$241,927 32</u></u>

INCOME ACCOUNT FOR PART OF YEAR ENDING APRIL 21, 1886.

Gross earnings from operation.....	\$509 54
Less operating expenses (excluding all taxes).....	916 26
Deficit.....	<u>\$406 72</u>
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued	25,975 03
Taxes on property used in operation of road.....	88 85
Deficit for term ending April 21, 1886	<u><u>\$26,470 10</u></u>

GENERAL INCOME ACCOUNT.

Deficit for term ending April 21, 1886, as shown.....	\$26,470 10
Deficit up to September 30, 1885	55,947 68
Total deficit April 21, 1886	<u><u>\$82,417 78</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
Passengers.....	<u>\$509 54</u>

OPERATING EXPENSES.

<i>Maintenance of way and structures:</i>	
Repairs of track.....	<u>\$20 00</u>
<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$52 00
Repairs of cars	19 45
Total.....	<u>\$71 45</u>
<i>Conducting transportation:</i>	
Wages of conductors and men	\$104 00
Wages of engineers and firemen	99 00
Water supply.....	32 00
Wages of station agents and clerks	64 00
Station supplies.....	8 50
Total	<u><u>\$302 50</u></u>
<i>General expenses:</i>	
Salaries of general officers and clerks	\$300 00
General office expenses and supplies	12 23
Stationery and printing.....	11 75
Other general expenses	198 30
Total	<u><u>\$522 81</u></u>
Grand total operating expenses.....	<u><u>\$916 26</u></u>

GENERAL BALANCE SHEET APRIL 21, 1886.

ASSETS.	
Cost of road	\$217,526 23
Cost of equipment	24,401 09
Profit and loss (deficiency).....	82,417 78
	<u><u>\$324,345 10</u></u>

LIABILITIES.	
Capital stock.....	\$121,500 00
Funded debt.....	150,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued	52,845 10
	<u>\$324,345 10</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	
Number of passengers carried	10,115
Number of passengers carried one mile	10,115
Passenger train mileage.....	1,250

ITEM.	Earnings.	Expenses.	Loss.
Passenger earnings and expenses	\$509 54	\$916 36	\$406 72
Average per passenger carried.....	0494	0905	0411
Average per passenger per mile.....	0494	0905	0411
Average per passenger train per mile.	40	72	32

Average life of rails — iron, 7 years; average life of ties, 8 years; weight of rails per yard, 50 lbs.; gauge of track, 4 feet 8½ inches.

Eames' vacuum brakes and Granger's patent automatic coupler used on cars.

Patent spring split switch used on road.

Passenger cars run only in summer; are lighted with oil, and ventilated by hinged sash in upper deck of roof.

EMPLOYEES.

Average number of persons employed (including officials) during the past year.....	5
Aggregate amount of salaries and wages paid them during the past year....	<u>\$651 00</u>

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
S. L. KEENEY.....	President.....	Brooklyn, N. Y.
I. M. BON	Treasurer.....	Brooklyn, N. Y.
J. L. MORROW.....	Superintendent and Sec'y....	Flatbush, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
I. M. BON	Brooklyn, N. Y.
JOSEPH FAHYS.....	Brooklyn, N. Y.
MORRIS HIRSCH.....	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
JESSE JOHNSON.....	Brooklyn, N. Y.
S. L. KEENEY.....	Brooklyn, N. Y.
J. L. MORROW.....	Flatbush, N. Y.
WILLIAM RICHARDSON.....	Brooklyn, N. Y.
ALONZO SLOTE.....	Brooklyn, N. Y.
F. A. SCHROEDER.....	Brooklyn, N. Y.
D. H. VALENTINE.....	Brooklyn, N. Y.
WILLIAM M. VAN ANDEN.....	Brooklyn, N. Y.

(One vacancy by death.)

Title of company, The Coney Island Elevated Railway Company.

General offices at Flatbush, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address J. L. Morrow, Supt. and Secretary.

MANHATTAN.

LESSEE.

(Date of charter, December 29, 1875.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	COMMON.		PREFERRED.	
	No. of shares.	Par value.	No. of shares.	Par value.
Authorized by law or charter.....	260,000	\$26,000,000		
Manhattan consolidated issued in exchange for New York, Metropolitan and "old" Manhattan	243,659.45	24,365,945		
*Original issue.....	*11	1,100		
Issued for N. Y. E. R. R. stock under agreement of May 6, 1884			6	\$600
Total now outstanding	243,670.45	\$24,367,045	6	\$600
Grand total of common and preferred stock now outstanding				\$24,367,645
Number of stockholders.....				674

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$7,852,982 10
Less operating expenses (excluding all taxes)	3,850,811 78
Net earnings from operation	\$3,502,170 32
<i>Income from other sources, as follows, viz.:</i>	
News privileges.....	\$9,000 00
Advertising privileges.....	60,000 00
Miscellaneous.....	4,234 18
	73,234 18
Gross income from all sources.....	\$3,575,404 50
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt of New York, and Metropolitan Companies due and accrued.....	\$1,511,983 35
Rentals	20,000 00
Taxes on property used in operation of road.....	19,178 55
Taxes on earnings and capital stock	90,201 18
Taxes other than above, city structure and personal tax	274,409 75
	1,915,772 83
Net income from all sources.....	\$1,659,631 67
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on \$26,000,000 consolidated capital stock....	1,560,000 00
Surplus for year ending September 30, 1886.....	\$99,631 67

* These 11 shares are all that remain outstanding of the 130,000 shares issued at time of leasing the New York and Metropolitan roads, the majority of the stock having been surrendered and exchanged for Manhattan Railway consolidated stock.

Payment for the original \$13,000,000 of Manhattan Railway stock was made by the use of bonds issued for the two leases.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$99,631 67
Deficit up to September 30, 1885	51,605 11
Total surplus September 30, 1886	\$48,026 56

DETAILED STATEMENT OF RENTALS.

Interest on N. Y. E. R. R., first mortgage bonds	\$595,000 00
Interest on N. Y. E. R. R., debenture	27,908 85
Interest on Metropolitan Elevated Railway, first mortgage ..	649,080 00
Interest on Metropolitan Elevated Railway, second mortgage ..	240,000 00
	\$1,511,988 85
Rental to New York Elevated Railroad Company	\$10,000 00
Rental to Metropolitan Elevated Railway Company	10,000 00
	20,000 00

Total amount of interest on bonds, and rentals deducted from income.. \$1,531,988 85

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passengers	\$7,338,482 10
Mail	5,000 00
From New York City and Northern Railroad Company for use of terminal tracks	9,500 00
Total gross earnings	\$7,352,982 10

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$294,976 09
Steel rails laid, 477 tons, cost \$15,327.45.	
Repairs of structure	37,822 71
Repairs of stations, shops, docks, etc.	58,879 59
Other expenses for maintenance of way and structures	437 51
Total	\$322,115 90

Maintenance of equipment :

Repairs of locomotives	\$150,869 86
Repairs of cars	210,622 91
Repairs of machinery and tools	7,156 92
Other expenses for maintenance of equipment	55,759 53
Total	\$424,409 22

Conducting transportation :

Wages of conductors and guards	\$452,476 98
Wages of engineers and firemen	601,348 07
Fuel for locomotives	542,453 37
Oil and waste	77,585 00
Water supply	61,077 69
Other train supplies or expenses	28,884 85
Wages of station agents and gatemen	891,882 96
Wages for porters at stations	50,124 65
Station supplies	68,479 98
Wages of couplers, yardmen, flagmen and switchmen	189,477 67
Other expenses for conducting transportation	283,417 19
Total	\$2,697,163 02

General expenses :

Salaries of general officers and clerks	\$145,644 32
General office expenses and supplies	26,540 25
Stationery and printing	56,120 95
Advertising	4,924 99
Legal expenses	100,944 30
Damage to property	724 83
Injuries to persons	23,553 54
Telegraph maintenance and operation	25,564 63
Other general expenses	33,655 01
Total	\$407,123 64

Grand total operating expenses

\$3,850,811 78

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Leases of road and equipment.....	\$14,014,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	11,528,200 00
Real estate.....	975,826 82
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$75,708 92
Bills receivable.....	811 42
Due by agents.....	103 10
Open accounts.....	*825,242 26
Materials and supplies.....	127,679 64
Sundries.....	51,864 07
	<u>580,409 41</u>
	<u>\$27,097,986 23</u>

LIABILITIES.

Capital stock.....	\$24,867,645 00
Stock agreement of August 1, 1884.....	160,555 00
<i>Current liabilities, as follows, viz.:</i>	
Interest and rentals accrued.....	\$419,946 26
Dividends unpaid.....	248,855 50
Audited vouchers, pay-rolls and taxes accrued.....	579,800 56
Open accounts.....	166,642 19
New York Elevated Railroad Company supply and equipment account.....	†102,507 45
Metropolitan Elevated Railway Company supply and equipment account.....	†67,988 86
Construction account of the Metropolitan Elevated Railway Company.....	†683,844 77
Sundries.....	7,224 08
	<u>2,271,809 67</u>
Bonds and mortgages.....	250,400 00
Profit and loss (surplus).....	48,026 56
	<u>\$27,097,986 23</u>

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried.....	115,109,591
Passenger train mileage.....	6,635,460.42

ITEM.	Earnings.	Expenses.	Profit.
Earnings and expenses (including miscellaneous earnings).....	\$7,852,982 10	\$3,850,811 78	\$3,502,170 82
Average per passenger carried.....	0688	0834	0304
Average per passenger train per mile.	1 14	61	58

*Due from the New York Elevated Railroad Company on construction account.....	\$164,262 61
Due from the New York city and Northern Railroad Company on account of traffic.....	14,871 78
<i>Due from Metropolitan Elevated Railway Company:</i>	
General account.....	88,079 23
Miscellaneous accounts.....	68,023 65
Total.....	<u>\$325,242 26</u>

This company has expended upon the lines of the New York Elevated Railroad Company the sum of \$2,768,209.76 and received in cash, bonds and other credits \$2,608,947.15, leaving a balance due of \$164,262.61.

+ The "Supply and Equipment" accounts of both the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company represent the supplies turned over to the Manhattan Railway Company at the time of leasing the two roads, together with the equipment sold for account of those two companies. Expenditures by the Manhattan Railway Company for the construction account of the Metropolitan Elevated Railway Company aggregate \$6,882,249.86 against which it has received in cash, bonds and other credits the sum of \$7,065,594.18, leaving a credit balance of \$683,844.77.

DESCRIPTION OF ROAD AND EQUIPMENT.

	TRACK.	Miles leased, all in N. Y. State.
Main line from South Ferry to Harlem river, single track		\$1.54
Branches or other roads, single track .....		.65
Total single track		\$2.39
Second track on main line		\$1.54
Second track on branches or other roads .....		.65
Total second track		\$2.39
Third track on main line		7.13
Sidings and turnouts on main line		11.36
Sidings and turnouts on branches or other roads .....		.54
Total sidings and turnouts		12.81
Grand total of tracks, sidings and turnouts		\$4.27
Laid with steel rail, main line		\$2.21
Laid with steel rail, branches or other roads		2.06

Average life of rails, 15 years; average life of ties, 10 years; weight of rails per yard, maximum, 70 lbs.; minimum, 50 lbs.; gauge of track, 4 feet 8½ inches.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length in New York State.	Owned or leased	Miles of double track.	Miles of double track laid with steel rail.
The New York Elevated.....	South Ferry, N. Y. city	83d st. and 9th ave. (one-half from 53d to 83d st)	5.53	Leased...	6.59	6.60
	South Ferry, N. Y. city	Harlem river, 3d av. (one-half from inter- sec'n of Cham- bers street)	8.07	Leased...	11.813	11.82
	City Hall.....	Chatham Square....	.22	Leased...	.255	.255
	34th st. and 3d ave..	34th st. & East river	.31	Leased...	.38	.38
	42d st. and 3d ave..	Grand Cent. Depot.	.18	Leased...	.24	.24
			14.31		18.96	18.96
Metropolitan Elevated.....	Morris and New Church.....	59th st. and 6th ave	4.83	Leased...	5.475	5.65
	Chatham Square....	129th st. and 2d ave	7.44	Leased...	9.36	9.36
	53d st. and 6th ave.	155th st. and 8th ave(one-half only from 53d to 83d st. and 9th avenue) .	5.26	Leased...	7.715	7.715
	Intersect'n of Chat- ham and Cham- bers streets.....	Chatham Sq. (1) ...	.14	Leased...	.155	.155
	Beaver & Pearl sts.	Chatham Sq. (1) ...	.41	Leased...	.45	.45
			18.08		23.135	23.135
			32.39		42.135	42.135

DESCRIPTION OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT	Number leased.	Average cost of each.	Maximum weight of each, lbs.	No. equipped with patent brake.
Locomotives, 4 drivers.....	266	\$4,048	45,680	266
Second-class passenger cars.....	770	\$2,645	26,150	770
Service cars.....	27	\$384	28,040	27

James' vacuum brakes and standard drawbar, link and pin coupler used on cars of this road.

Eighteen towers at junctions and terminal points equipped with the Lorenz safety switch and in almost constant use on this road.

MISCELLANEOUS STATISTICS.

ITEM.	Entire line, all in N. Y. State.
Telegraph owned and operated by company, miles.....	38
Road constructed and opened for business, during the year, third (single) track, miles.....	1.11
Cost of of real estate now held by company, exclusive of that used in operation.....	\$309,648 42
Total assessed value of real estate and personal property of company.....	\$6,388,500 00
Length of steel rails laid during year in repairs, miles.....	8.75

Passenger cars are heated by steam heat, principally Gold's patent, lighted with oil, and ventilated by tipping sash in deck roof and by Creamer's ventilators.

Receive from the U. S. Government for transportation of mails, \$5,000 per annum.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	6	2	8
Employees.....	50	5	55
Others.....	1	1	2
Total.....	57	8	65

EMPLOYEES.

Average number of persons employed (including officials) during year.....	4,111
Aggregate amount of salaries and wages paid them during year.....	\$2,638,785 64

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAY GOULD.....	President.....	71 B'way, New York city.
ROBT. M. GALLAWAY.....	Vice-President.....	71 B'way, New York city.
FRANK K. HAIN.....	General Manager.....	71 B'way, New York city.
DANIEL W. McWILLIAMS.....	Secretary and Treasurer.....	71 B'way, New York city.
E. F. J. GAYNOR.....	Auditor.....	71 B'way, New York city.
CHAS. P. McFADDIN.....	General Ticket Agent.....	71 B'way, New York city.
ROBERT I. SLOAN.....	Chief Engineer.....	71 B'way, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHESTER W. CHAPIN.....	New York city.
SIDNEY DILLON.....	New York city.
CYRUS W. FIELD.....	New York city.
EDWARD M. FIELD.....	New York city.

<i>Name.</i>	<i>Residence.</i>
JAY GOULD.....	New York city.
GEO. J. GOULD.....	New York city.
ROBERT M. GALLAWAY.....	New York city.
JOHN H. HALL.....	New York city.
J. PIERPONT MORGAN.....	New York city.
RUSSELL SAGE.....	New York city.
SAMUEL SLOAN.....	New York city.
SIMON WORMSER.....	New York city.
S. V. WHITE.....	Brooklyn, N. Y.

Title of company, Manhattan Railway Company.

General offices at 71 Broadway, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in November.

For information concerning this report, address Manhattan Railway Company.

METROPOLITAN ELEVATED.

LESSOR.

LESSEE — MANHATTAN RAILWAY COMPANY.

(Date of charter, July 17, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter, and issued to the New York Loan and Improvement Company for road built per contract	65,000	*\$6,500,000

Number of stockholders..... 54

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage	July 10, 1878	30	p.c.	Jan. and July	\$10,818,000	\$10,818,000
Second mortgage.....	Nov. 1, 1879	20	6	May and Nov.	4,000,000	4,000,000
Total					\$14,818,000	\$14,818,000

NOTE. — Eight million, five hundred thousand first mortgage bonds were issued to the New York Loan and Improvement Company for road built per contract; \$2,318,000 first mortgage, and \$4,000,000 second mortgage bonds were issued to the Manhattan Railway Company to complete the construction and equipment.

* Only \$1,837,600 of this stock remains outstanding, the majority having been exchanged for Manhattan Railway consolidated stock.

METROPOLITAN ELEVATED.

715

COST OF ROAD AND EQUIPMENT.

Stock	\$6,500,000
Bonds	14,818,000
	<u>\$21,818,000</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental from Manhattan Railway Company	\$10,000 00
Interest	246 17
Net income and surplus for year ending September 30, 1886	<u>\$10,246 17</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$10,246 17
Deficit up to September 30, 1885	84,061 18
Total deficit September 30, 1886	<u>\$23,815 01</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$21,818,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$18,191 32
Sundries	23,664 33
	<u>41,855 65</u>
Profit and loss (deficiency)	23,815 01
	<u>\$21,416,105 90</u>

LIABILITIES.

Capital stock	\$6,500,000 00
Funded debt	14,818,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$60 00
Dividends unpaid	11,095 90
Loans and bills payable	86,950 00
	<u>98,105 90</u>
	<u>\$21,416,105 90</u>

MISCELLANEOUS STATISTICS.

ITEM.

Entire line, all
in N. Y. State.

Total assessed value of real estate and personal property of company, including structures	<u>\$7,007,115 00</u>
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OFFICERS OF THE COMPANY.

Same as the Manhattan Railway Company.

DIRECTORS OF THE COMPANY.

Same as the Manhattan Railway Company.

Title of company, Metropolitan Elevated Railway Company.

General offices at 71 Broadway, New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address Metropolitan Elevated Railway Co.

NEW YORK ELEVATED.

LESSOR.

LESSEE—MANHATTAN RAILWAY COMPANY.

(Date of charter, October 27, 1871.)

For history of organization, see Report of 1895.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	100,000	\$10,000,000	
Issued for actual cash.....	65,000	6,000,000	*\$6,501,900
Number of stockholders.....			33

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.	Cash realized on amount outstanding.
			Rate.	When payable.			
First mort. bds..	July 1, 1876	30	p.c. 7	Jan. & July	\$12,000,000	\$8,500,000	\$3,601,800
Debenture bds.	Mar. 1, 1886	30	5	Mar. & Sept.	1,000,000	1,000,000	1,000,000
Total						\$9,500,000	\$4,601,800

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Grading and masonry.....	\$728,065 31	\$13,644,106 35
Ballast.....		
Bridges.....		
Superstructure (including ties).....		
Rails.....		
Land damages.....		
Passenger and freight stations.....		
Engine and car-houses.....		
Shops, machinery and tools.....		
Fuel and water stations.....		
Engineering expenses.....	\$728,065 31	\$13,644,106 35
Interest and discount charged to construction.....		
Road built by contract.....		
Telegraph line.....		
Total cost of road.....	\$728,065 31	\$13,670,533 30

*Only \$118,200 of this stock remains outstanding, the large majority having been exchanged for Manhattan Railway consolidated stock.

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Locomotives	\$64,982 27	\$653,743 86
Passenger and other cars	207,002 42	1,004,022 84
Total cost of equipment.....	\$271,984 69	\$1,717,765 70
Grand total cost of road and equipment.....	\$1,000,000, 00	\$15,588,304 00

NOTE.—On March 1, 1886, this company issued to the Manhattan Railway Company \$1,000,000 in 5 per cent debenture bonds, which the latter accepted in payment to that amount of its charges against this company for construction and equipment. The construction and equipment accounts as per this company's books have therefore been increased to that extent during the year.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rental from Manhattan Railway Company		\$10,000 00
<i>Deductions from income, as follows, viz.:</i>		
Less salaries general officers and clerks	\$2,000 00	
Stationery and printing	1,400 00	
Legal expenses	3,437 50	
Sundries	980 69	
		7,818 19
Surplus for year ending September 30, 1886.....		\$2,181 81

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$2,181 81
Surplus up to September 30, 1885	224,539 74
Total surplus September 30, 1886	\$226,721 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$13,644,106 85
Cost of equipment		1,717,765 70
<i>Other permanent investments, as follows, viz.:</i>		
Real estate		226,431 95
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$3,631 66	
Sundries	635,058 04	
		638,689 70
		\$16,226,993 70
LIABILITIES.		
Capital stock		\$6,500,000 00
Funded debt		9,500,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$245 00	
Dividends unpaid	27 15	
		272 15
Profit and loss (surplus).....		226,721 55
		\$16,226,993 70

MISCELLANEOUS STATISTICS.

ITEM.	Entire line all in N. Y. State.
Total assessed value of real estate and personal property of company.....	\$4,361,316

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
THOS. GEREHART	Asst. Sec. and Treasurer ...	71 Broadway, N. Y. city.
Otherwise same as Manhattan Railway Company.		

DIRECTORS OF THE COMPANY.

Same as Manhattan Railway Company.

Title of company, The New York Elevated Railroad Company.

General offices at 71 Broadway, New York city.

Date of close of fiscal year, September 30.

For information concerning this report, address The New York Elevated Railroad Company.

SEA VIEW.

REPORT FROM APRIL 22, TO SEPTEMBER 30, 1886. SEE ALSO REPORT OF CONEY ISLAND ELEVATED FROM OCTOBER 1, 1885, TO APRIL 21, 1886.

(Date of charter, June 4, 1886.)

This road was formerly the Coney Island Elevated Railway which was sold at foreclosure sale April 21, 1886; the purchasing parties then formed the present Sea View Railroad Company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter.....	5,000	\$350,000

None of the stock has been issued as yet.

FUNDED DEBT.

	Cash received on account.
First mortgage, when issued	\$27,000 00

COST OF ROAD AND EQUIPMENT.

† Total cost of road and equipment up to September 30, 1886.....	\$15,450 86
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INCOME ACCOUNT FOR PART OF YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$3,541 25
Less operating expenses (excluding all taxes).....	7,046 37
Net earnings from operation	\$1,494 88
<i>Income from other sources, as follows, viz.:</i>	
Interest	\$17 60
Sundries	77 63
Rent	125 00
	220 23
Surplus for part of year ending September 30, 1886	\$1,715 11

* This amount received on account of bonds to be issued, but no bonds have been issued up to this date.

† Road purchased at foreclosure sale of the Coney Island Elevated Railway and this Company has no detail account of cost of road or equipment up to this date.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passenger	\$8,541 28
-----------------	------------

OPERATING EXPENSES.

Maintenance of way and structures :

Repairs of track	\$150 02
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Maintenance of equipment :

Repairs of locomotives	\$162 08
Repairs of cars	25 00

Total	\$187 48
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Conducting transportation :

Wages of conductors and men	\$1,073 85
Wages of engineers and firemen	1,708 96
Fuel for locomotives	730 05
Oil, waste and lights	262 76
Water supply	193 42
Wages of station agents and clerks	864 51
Station supplies	47 52
Wages of watchmen, flagmen and switchmen	589 00
Other expenses for conducting transportation	967 00

Total	\$6,487 07
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General expenses :

Salaries of general officers and clerks	\$200 00
General office expenses and supplies	71 70

Total	\$271 70
-------------	----------

Grand total operating expenses	\$7,046 27
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GENERAL BALANCE SHEET, SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$18,450 86
Cash on hand	12,827 17
	\$30,778 08

LIABILITIES.

Money received on account of funded debt	\$27,000 00
Open accounts	2,062 84
Profit and loss (surplus)	1,715 19
	\$30,778 08

TRAFFIC AND MILEAGE STATISTICS.

ITEM.

Number of passengers carried	175,577
Number of passengers carried one mile	175,577

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses	\$8,541 28	\$7,046 27	\$1,494 96
Average per passenger carried	0493	0407	0086
Average per passenger per mile	0493	0407	0086
Average per passenger train per mile.	4437	3667	077

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.		Miles owned, all in N. Y. State.
Main line from Brighton Beach to West Brighton, Coney Island, single track		1
Second track on main line		1
Sidings and turnouts on main line .....		.303
Grand total of tracks, sidings and turnouts		2.303
Laid with iron rail, main line		2

Average life of rails, 7 years; average life of ties 7 years; weight of rails per yard, 50 lbs.; gauge of track, 4 feet 8½ inches.

BRIDGES.	ENTIRE LINE ALL IN NEW YORK STATE.	
	Number.	Aggregate length.
Iron bridges	2	Feet. 800
Wooden trestles	3	4,400
Total	5	5,200

EQUIPMENT.	No. owned.	Maximum weight of each, lbs.	Average life of each in years.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	7	14,000	5	7	7
First-class passenger cars	7	16,000	5	7	7

Eames' vacuum brakes and Granger's automatic coupler used on cars.
Spring split switch used entirely on road.

MISCELLANEOUS STATISTICS.

Telegraph owned by company, mile	1
Railroads crossing road under grade	2
Highway crossing under grade	1

Passenger cars are run during the summer only; are lighted with oil lamps, and ventilated by hinged sash in upper deck of roof.

EMPLOYEES.

Average number of persons employed (including officials) during year	21
Aggregate amount of salaries and wages paid them	5,508 33

OFFICERS OF THE COMPANY.

Names.	Titles.	Official Address.
F. A. SCHROEDER	President	Brooklyn, N. Y.
I. M. BON	Treasurer	Brooklyn, N. Y.
J. L. MORROW	Superintendent and Secretary	Flatbush, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
I. M. BON.....	Brooklyn, N. Y.
FELIX CAMPBELL.....	Brooklyn, N. Y.
JOSEPH FAHY.....	Brooklyn, N. Y.
JESSE JOHNSON.....	Brooklyn, N. Y.
A. R. JOHNSON.....	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
E. L. LANGFORD.....	Brooklyn, N. Y.
J. L. MORROW.....	Flatbush, N. Y.
WILLIAM RICHARDSON.....	Brooklyn, N. Y.
F. A. SCHROEDER.....	Brooklyn, N. Y.
ALONZO SLOTE.....	Brooklyn, N. Y.
D. H. VALENTINE.....	Brooklyn, N. Y.
CHARLES Y. VAN DOREN.....	Brooklyn, N. Y.

Title of company, Sea View Railroad Company.

General offices at Flatbush, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in November.

For information concerning this report, address J. L. Morrow, Supt. and Secretary.

SUBURBAN RAPID TRANSIT.

The Suburban Rapid Transit Company was organized under chapter 606 of the Laws of 1875, known as the Rapid Transit Act, by commissioners appointed by the mayor of the city of New York, on the 6th day of March, 1880, the certificate of such organization having been filed in the office of the Secretary of State of New York on the 19th day of October, 1880, and a duplicate thereof in the office of the clerk of the county of New York on the 28th day of October, 1880.

Since the last report the bridge across the Harlem river at One Hundred and Twenty-ninth street and Second avenue, the joint structure (a four-track viaduct) from the north end of the bridge to One Hundred and Thirty-second street, and the stem line from One Hundred and Thirty-second street to One Hundred and Forty-third street (making in all 0.96 miles) has been completed, and the same was opened to the public on the 17th day of May, 1886, and has been running regularly since.

NOTE. — The rights, franchises, etc., of the New York, Fordham and Bronx Railway Companies were acquired under leases dated March 17, 1886, and subsequently by merger agreements dated April 9th and 27th, 1886 (certificates of which were duly filed with the Secretary of State and Register of New York county).

Contracts have been let for the masonry and superstructure for an elevated structure on Third avenue under the rights and franchises of said companies, and the work is being carried on as rapidly as possible. Of the said companies one was organized under chapter 140 of the Laws of 1850, and the other under chapter 606 of the Laws of 1875, designated the Bronx and Fordham Companies respectively.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter.....	66,000	\$6,600,000	.....
Issued for actual cash.....	6,000	\$600,000	\$600,000
Issued for stock of the New York, Fordham and Bronx companies.....	418.65	41,865	.....
*Total now outstanding.....	6,418.65	\$641,865	.....
Number of stockholders			32

* Part of the stock held in trust in name of trustees.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Bridges.....	\$26,652 54	\$195,057 24
Superstructure (including ties).....	24,568 90	24,568 90
Rails.....	7,203 07	7,203 07
Land damages.....	197,578 52	301,475 12
Fences.....	1,484 70	1,484 70
Passenger and freight stations.....	17,975 65	17,975 65
Shops, machinery and tools.....	4,260 81	4,260 81
Fuel and water stations.....	1,837 52	1,837 52
Engineering expenses.....	23,367 09	62,304 65
Telegraph line.....	93 03	93 03
Elevated structure.....	104,279 53	223,855 44
Buildings.....	462 59	462 59
Total cost of road.....	\$409,763 94	\$840,580 23
EQUIPMENT.		
Locomotives.....	\$27,130 80	\$27,130 80
Passenger cars.....	55,594 48	55,594 48
Total cost of equipment.....	\$82,724 78	\$82,724 78
Grand total cost of road and equipment.....	\$492,488 72	\$923,305 01

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$9,056 40
Operating expenses (excluding all taxes).....	172,701 11
Deficit for year ending September, 30, 1886.....	\$163,642 71

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
Passengers.....	\$9,056 40
OPERATING EXPENSES.	
<i>Maintenance of way and structures:</i>	
Repairs of track.....	\$588 59
Repairs of bridges.....	1,923 09
Repairs of stations, shops, docks, buildings, etc.....	84 44
Total.....	\$2,546 10
<i>Maintenance of equipment:</i>	
Repairs of locomotives.....	\$730 40
Repairs of cars.....	230 91
Total.....	\$961 31
<i>Conducting transportation:</i>	
Wages of conductors and men.....	\$915 12
Wages of engineers and firemen.....	2,426 66
Fuel for locomotives.....	1,448 00
Oil and waste.....	136 42
Other train supplies or expenses.....	103 57
Wages of station agents and clerks.....	1,266 70
Wages for labor at stations.....	176 57
Station supplies.....	33 66
Wages of watchmen, flagmen and switchmen.....	1,539 65
Total.....	\$8,039 68

SUBURBAN RAPID TRANSIT.

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General expenses (September 27, 1890, to September 30, 1886):

Salaries of general officers and clerks	\$59,190 58
General office expenses and supplies	26,592 16
Stationery and printing	6,376 48
Outside agencies and advertising	88 25
Legal expenses	46,414 37
Damage to cattle and property	16 15
Injuries to persons	15 00
Telegraph maintenance and operation	221 80
Other general expenses	22,180 88
Total	\$161,104 62
Grand total operating expenses	\$172,710 11

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$840,580 88
Cost of equipment	82,724 78
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies	14,301 25
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$30,897 10
Materials and supplies	1,572 50
	82,469 60
Profit and loss (deficiency)	168,642 71
	\$1,188,719 17
LIABILITIES.	
Capital stock	\$641,865 00
<i>Current liabilities, as follows, viz.:</i>	
Loans and bills payable	491,854 17
	\$1,188,719 17

TRAFFIC AND MILEAGE STATISTICS.

Number of passengers carried	160,801
Passenger train mileage	24,700

DESCRIPTION OF ROAD AND EQUIPMENT.

TRACK.	Miles owned, all in N. Y. State.
Main line as laid out	14.90
Total of branches or other roads	6.42
Single track on main line .....	.81
Single track, branches or other roads .....	.15
Total single track .....	.96
Second track on main line .....	.81
Second track, branches or other roads .....	.15
Total second track .....	.96
Sidings and turnouts on main line .....	.208
Grand total of tracks, sidings and turnouts	2.128
Weight of rails per yard — steel, 60 lbs. ; gauge of track, 4 feet 8½ inches.	

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF BRANCHES OR OTHER ROADS.

NAME OF BRANCH OR ROAD.	From	To	Entire length	Miles of double track.	Miles built within fiscal year.
Connection with N. Y., N. H. & H. Port Chester branch	North end of bridge	Port Chester R. R. station .....	.15	.15	.15

BRIDGES.

ENTIRE LINE
ALL IN NEW YORK STATE.

	Number.	Aggregate length.
Iron bridge.....	1	Feet. 455.22

EQUIPMENT.

	Number owned.	Average cost of each.	Maximum weight of each.	No. equipped with patent brake.	No. equipped with patent coupler.
Locomotives, 4 drivers	6	\$4,521 26	55,000	6	6
First-class passenger cars	20	2,779 72	24,500	20	20

Eames' vacuum brakes used on cars.

Ramapo automatic point switches used on road.

MISCELLANEOUS STATISTICS.

Passenger cars are heated by Gold system (hot water heated by live steam from engine), lighted with oil and ventilated by ordinary ventilators.

OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL R. FILLEY	President	40 and 42 Wall st., N. Y. city.
LEWIS R. POMEROY	Secretary and Treasurer..	40 and 42 Wall st., N. Y. city.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
SAMUEL R. FILLEY	New York city.
J. PIERPONT MORGAN	New York city.
J. HOOD WRIGHT	New York city.
EDWARD D. ADAMS	New York city.
GEORGE BLISS	New York city.
JAY GOULD	New York city.
CYRUS W. FIELD	New York city.
RUSSELL SAGE	New York city.
JOHN H. HALL	New York city.

Title of company, The Suburban Rapid Transit Company.

General offices at 40 and 42 Wall st., New York city.

Date of close of fiscal year, September 30.

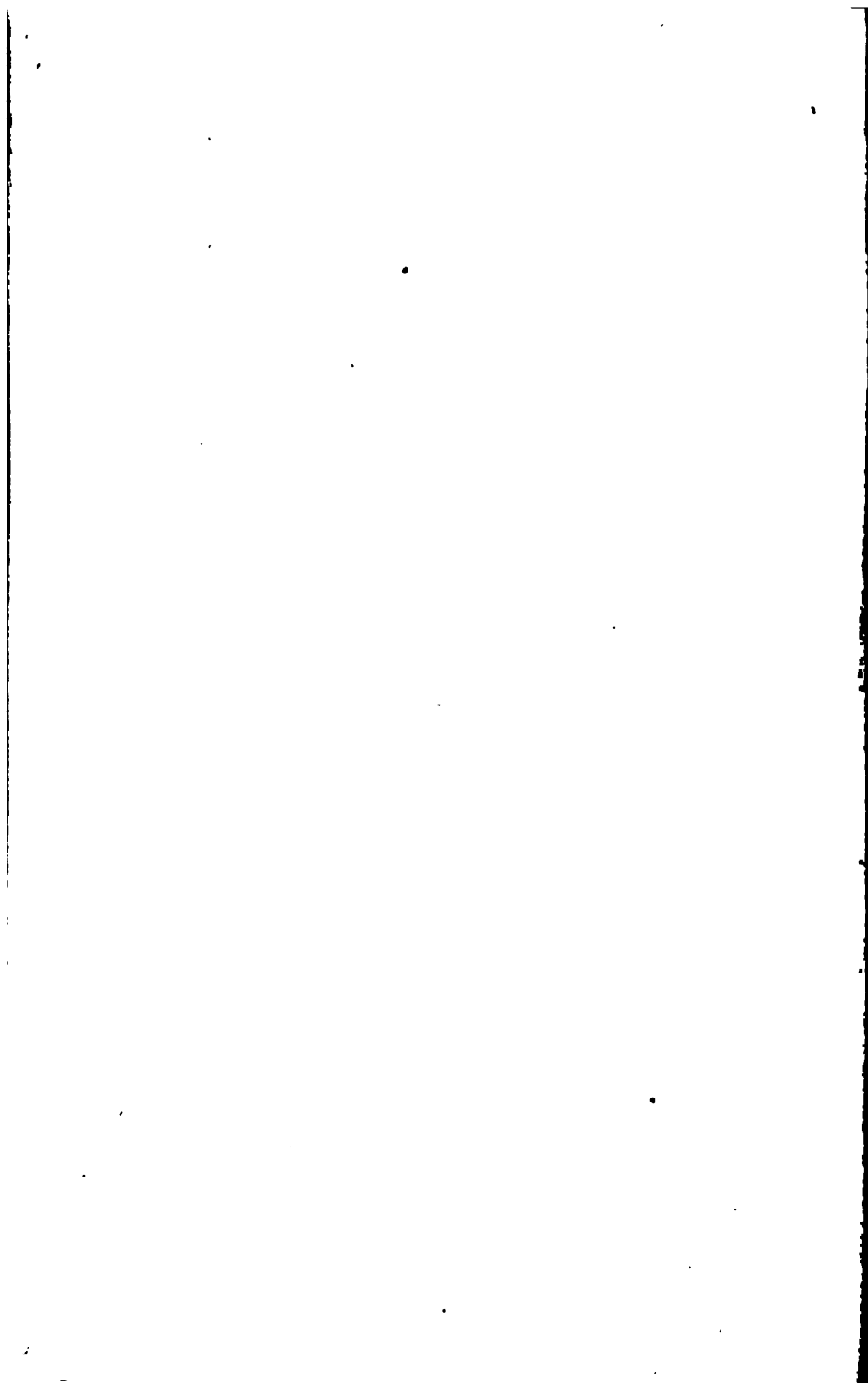
Date of stockholders' annual meeting, second Monday in October.

For information concerning this report, address Samuel R. Filley, President.

REPORTS

OF

Drawing-room and Sleeping-Car Companies.



MANN'S BOUDOIR CAR COMPANY.

(Date of charter, March 22, 1888.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.	
	No. of shares.	Par value.
Authorized by law or charter	10,000	\$1,000,000
Issued for actual cash and on account of construction.....	1,000	\$100,000
Issued for patents.....	9,000	900,000
Total now outstanding.....	10,000	\$1,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	Term, years.	INTEREST.		Amount authorized	Amount outstanding.
			Rate.	When payable.		
First mortgage bonds	July 1, 1886	10	P.c. 6	Jan. & July	\$700,000	\$700,000

COST OF EQUIPMENT UP TO SEPTEMBER 30, 1886.

Passenger cars..... \$748,460 86

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$172,864 04
Less operating expenses (excluding all taxes).....	184,828 42
Gross income from all sources.....	\$38,540 62
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$42,026 67
Taxes on earnings and capital stock	128 90
	42,155 57
Deficit for year ending September 30, 1886.....	\$3,614 95

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$3,614 95
Deficit up to September 30, 1886.....	19,186 86
Charged off in adjustment of sundry accounts.....	2,654 02
Total deficit September 30, 1886.....	\$25,455 83

REPORT OF THE RAILROAD COMMISSIONERS.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
Passengers, local.....	\$130,369 85
<i>Miscellaneous, as follows, viz.:</i>	
Mileage.....	\$39,669 60
Buffet sales, being net amount in excess of cost of stores sold.....	6,140 51
Miscellaneous.....	6,184 08
	41,994 19
Total gross earnings.....	\$172,864 04
OPERATING EXPENSES.	
<i>Maintenance of equipment:</i>	
Repairs of cars.....	\$59,062 29
<i>Conducting transportation:</i>	
Wages of conductors and men.....	\$24,666 03
Other train supplies or expenses.....	14,717 49
Wages of superintendents of station, agents and clerks.....	18,551 01
Other expenses for conducting transportation.....	22,603 83
Total.....	\$80,538 54
<i>General expenses:</i>	
Salaries of general officers and clerks.....	\$6,755 13
General office expenses and supplies, stationery and printing.....	4,827 81
Advertising.....	1,894 66
Other general expenses.....	2,315 09
Total.....	\$14,792 69
Grand total operating expenses.....	\$184,322 43

GENERAL BALANCE SHEET SEPTEMBER 30, 1936.

ASSETS.	
Cost of equipment.....	\$748,460 54
<i>Other permanent investments, as follows, viz.:</i>	
Patents.....	901,383 79
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$7,917 06
Due by agents.....	5,704 50
Open accounts.....	6,802 03
Materials and supplies.....	14,755 49
First mortgage bonds in company treasury.....	83,000 00
	68,179 06
Profit and loss (deficiency).....	25,455 33
	\$1,743,979 46
LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	700,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$10,420 00
Audited vouchers and pay-rolls.....	11,885 67
Open accounts.....	7,173 89
Loans and bills payable.....	15,000 00
	43,979 56
	\$1,743,979 46

TRAFFIC AND MILEAGE STATISTICS.

ITEM.	
Number of passengers carried.....	66,298

TRAFFIC AND MILEAGE STATISTICS — (Continued).

ITEM.	Earnings.	Expenses.	Profit.
Passenger earnings and expenses (including miscellaneous earnings)....	\$172,864 04	\$134,323 42	\$38,540 62
Average per passenger carried	2 61	2 03	58

DESCRIPTION OF EQUIPMENT.

EQUIPMENT.	Number owned.	Average cost of each.	Maximum weight of each, lbs.	Number equipped with patent brake.	Number equipped with patent coupler.
First-class passenger cars	41	\$18,010	61,000	41	41

Westinghouse air brake and Janney, Miller and Cowell couplers are used on cars.

MISCELLANEOUS STATISTICS.

Cars are heated by Baker heater, lighted one-half by gas and one-half by oil, and ventilated by Mann's patent.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
W. D. MANN.....	President.....	Welles bldg., 18 B'way, New York city.
THOS. C. PURDY.....	Vice-President and Gen. Manager....	Welles bldg., 18 B'way, New York city.
CHAS. G. HEDGE	Sec. and Treas.....	Welles bldg., 18 B'way, New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
W. D. MANN	New York city.
THOS. C. PURDY	New York city.
JOHN GREENOUGH	New York city.
J. E. GRANNIS.....	New York city.
B. Y. PIPPEY.....	New York city.
JOHN G. MOORE.....	New York city.
EDWARD MAHONEY.....	New York city.
JOHN T. GANSE	Wilmington, Del.
JOB H. JACKSON.....	Wilmington, Del.

Title of company, Mann's Boudoir Car Company.

General offices at Welles building, 18 Broadway, New York city.

Date of stockholders' annual meeting, second Tuesday in April.

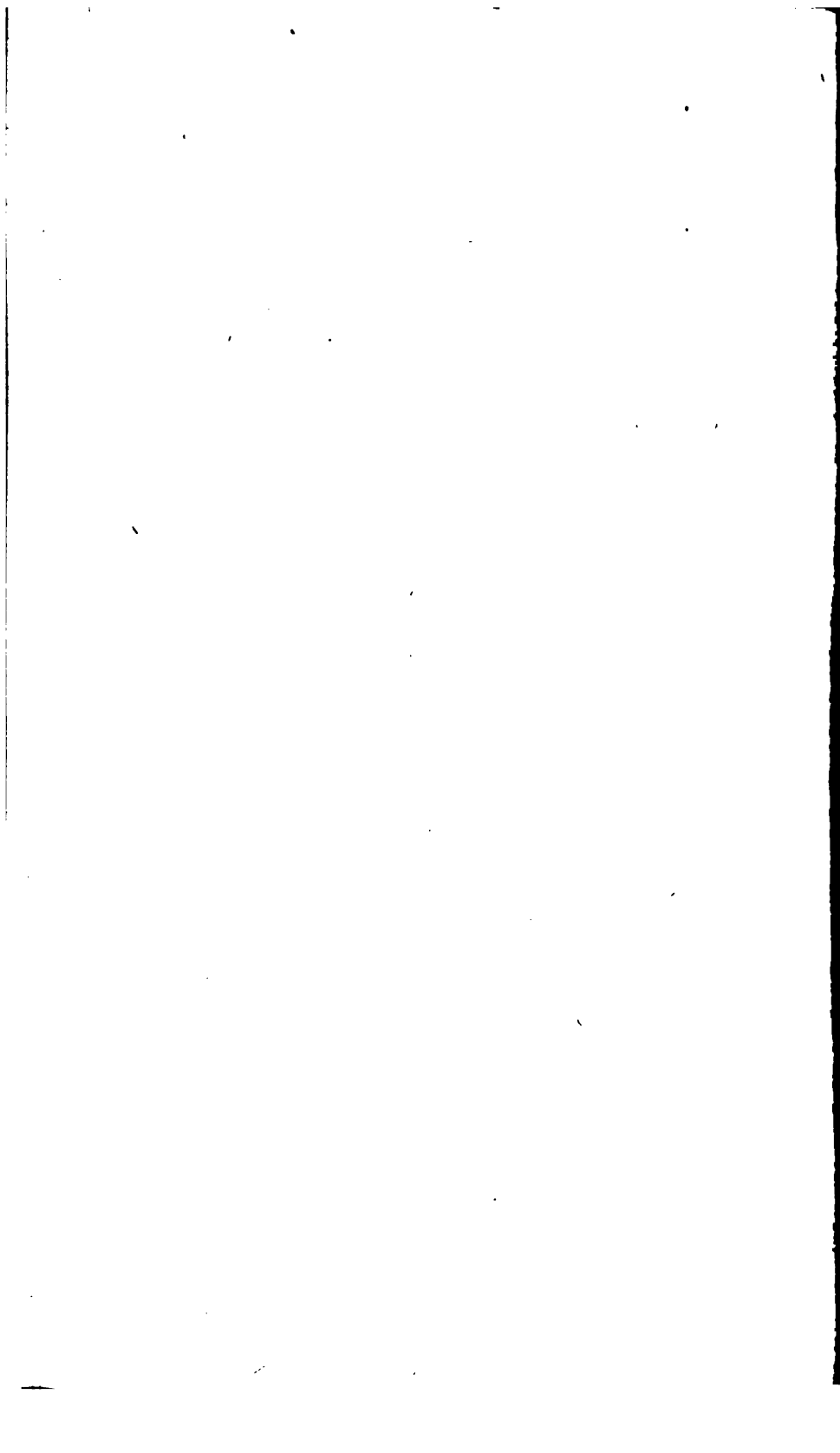
For information concerning this report, address Chas. G. Hedge, Secretary and Treasurer.

NEW YORK CENTRAL SLEEPING CAR COMPANY.

This statement includes all the operations of the company in sixteen States, one Territory and Canada, viz.:

Gross receipts in the several States and Canada	\$2,173,781 44
Expenses paid.....	1,227,117 81

The operating cost for the year, exclusive of depreciation of cars and equipment, is 56.45 per cent.



REPORTS

OF

SURFACE STREET RAILROAD COMPANIES.

ALBANY.

(Date of charter, September 14, 1863.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	2,000	\$200,000	.....
Issued for actual cash		\$125,980	\$125,980
Issued on account of construction.....		74,020	.....
Total now outstanding.....		\$200,000	\$125,980

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	Jan. 1, 1905	p.c. 5	Jan. & July	\$40,000	\$40,000
Second mortgage.....	May 1, 1893	7	Nov. & May	20,000	20,000
Third mortgage.....	July 1, 1895	7	Jan. & July	38,500	28,500
Fourth mortgage.....	M'ch 4, 1905	6	Mar. & Sept.	11,500	11,500
Bond and mortgage.....	1890	8	Nov. & May	5,400	5,400
Bond and mortgage.....	1887	5	June & Dec.	6,000	6,000
Total				\$111,400	\$111,400

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure and rails	\$8,427 86	\$171,894 24
Real estate, buildings and fixtures.....	50,207 67	95,886 49
Road built by contract.....	3,032 00	3,032 00
Total cost of road.....	\$61,667 03	\$270,762 73

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses.....	\$4,185 00	\$48,678 14
Harness.....	331 50	
Cars.....	6,737 00	
Wagons, trucks, snow plows, sleighs, fare boxes, lamps, stoves, etc.....	1,100 50	55,401 50
Total cost of equipment	\$12,354 00	\$104,074 64
Grand total cost of road and equipment up to September 30, 1886.....		\$374,837 37

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$148,253 36
Less operating expenses (excluding all taxes).....	131,357 56
Gross income from all sources	\$26,896 80
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock.....	\$3,637 51
Interest on floating debt due and accrued.....	8,759 04
	12,396 55
Net income from all sources.....	\$14,498 25
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 6 per cent on capital stock	12,080 00
Surplus for year ending September 30, 1886.....	\$2,498 25

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$2,498 25
Surplus up to September 30, 1885.....	1,680 64
Total surplus September 30, 1886	\$4,178 89

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$147,986 12
Teaming	266 24
Total gross earnings	\$148,253 36

OPERATING EXPENSES.

Repairs of roadbed and track	\$11,545 15
Repairs of buildings and fixtures.....	813 77
Repairs of cars and other vehicles.....	5,917 12
Repairs of harness and stable equipment.....	2,292 46
Horseshoeing.....	3,287 64
Renewals of horses.....	6,000 00
Provender (including expense of grinding)	25,639 21
Salaries of general officers and clerks.....	5,301 52
Wages of conductors and drivers	32,447 96
Wages of watchmen, starters, hostlers, etc.....	18,692 93
Light and fuel	1,190 73
Water tax.....	256 56
Damages to persons and property.....	903 38

Legal expenses	\$570 00
Advertising, printing and office expenses	1,540 51
Insurance	1,047 64
Removal of snow and ice	1,245 18
Contingencies	2,116 56
Total operating expenses	<u>\$121,857 56</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$270,762 78
Cost of equipment	104,074 64
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$6,414 84
Open accounts	428 40
Supplies on hand	12,528 48
	<u>19,866 72</u>
	<u>\$394,204 09</u>

LIABILITIES.

Capital stock	\$200,000 00
Funded debt	111,400 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$2,435 05
Bills payable	76,190 15
	<u>78,625 20</u>
Profit and loss (surplus)	4,178 89
	<u>\$394,204 09</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line	10.118
Second track and sidings on main line	8.807
Total length of all tracks and sidings owned	<u>18.925</u>
Weight of rails per yard	33 to 47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	87
Open cars	17
Horses	282
Schedule time making trip one way	20 to 40 min.
Cars run	Every 10 min.
Rate of fare per passenger	5 and 6 cts.
Number of passengers carried in cars during year	2,861,710
Average number of employees (including officials) during year	<u>170</u>

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
President, Superintendent and Treasurer	\$3,000 00
Secretary	150 00
Cashier	780 00
Bookkeeper	780 00
Assistant Superintendent	<u>780 00</u>

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12½	\$1 57
Drivers.....	12½	1 87
Starters.....	11	1 30
Watchmen.....	12	\$1 30 to 1 44
Changers.....	10	1 30
Roadmen.....	10	1 65 to 2 00
Hostlers.....	10	1 30
Blacksmiths.....	10	2 00 to 2 25
Carpenters.....	10	2 25 to 3 00
Painters.....	10	2 00 to 2 25
Harnessmaker.....	10	2 00

ACCIDENTS.

Passengers injured..... 2

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN W. McNAMARA.....	President, Treasurer and Supt.	Albany, N. Y.
JAMES H. MANNING.....	Secretary.....	Albany, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ABRAHAM VAN VECHTEN.....	Albany, N. Y.
MICHAEL DELBHANTY.....	Albany, N. Y.
JOSEPH T. RICE.....	Albany, N. Y.
A. B. BANKS.....	Albany, N. Y.
PHILIP TEN EYCK.....	Albany, N. Y.
SIMON W. ROSENDALE.....	Albany, N. Y.
ROBERT C. PRUTY.....	Albany, N. Y.
JOHN W. McNAMARA.....	Albany, N. Y.
THOMAS J. COWELL.....	Albany, N. Y.
WILLIAM P. PRENTICE.....	New York city.
WILLIAM H. JOHNSON.....	Albany, N. Y.
ISAAC WALDMAN.....	Albany, N. Y.
JAMES H. MANNING.....	Albany, N. Y.

Title of company, The Albany Railway Company.
 General offices at 3 and 5 North Pearl street, Albany, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Monday in October.
 For information concerning this report, John W. McNamara, President.

*AMSTERDAM.

(Date of charter, February 5, 1873.)

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	150	\$15.00*

* This road is leased to James R. Snell at an annual rent of \$800. The following report embraces not only that of the lessee, but also that of the lessor company.

AMSTERDAM.

737

COST OF ROAD AND EQUIPMENT.

Total cost up to
Sept. 30, 1886.

Road-bed, superstructure and rails.....	\$11,600 00
Real estate, buildings and fixtures.....	1,900 00
Cars and sleighs.....	1,500 00
Total cost of road and equipment.....	\$15,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$5,481 58
Less operating expenses (excluding all taxes)	4,782 72
Net earnings from operation	\$698 84

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$698 84
Deficit up to September 30, 1885	157 06
Total surplus September 30, 1886.....	\$541 78

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$5,481 58
----------------------	------------

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$274 08
Repairs of cars and other vehicles.....	165 84
Repairs of harness and stable equipment.....	85 37
Horseshoeing.....	188 43
Renewals of horses and mules.....	152 75
Provender (including expense of grinding):.....	1,295 88
Wages of drivers.....	1,003 78
Wages of hostlers, etc.....	501 88
Light, fuel and salt.....	125 37
Advertising, printing and office expenses.....	40 00
Insurance on stock.....	17 50
Removal of snow and ice	76 00
Contingencies.....	57 96
Bent for one year	800 00
Total operating expenses	\$4,782 72

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$18,500 00
Cost of equipment	1,500 00
Current assets, as follows, viz:	
Cash on hand.....	322 04
	\$15,322 04

LIABILITIES.

Capital stock.....	\$15,000 00
Profit and loss (surplus)	322 04
	\$15,322 04

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows, viz.:

Single track, main line, miles.....	1.625
Weight of rail per yard.....	25 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	2

Open car.....	1
Schedule time making trip one way.....	25 minutes.
Cars run.....	Every 25 min.
<i>Rate of fare per passenger:</i>	
Cash, single.....	5 cents.
Commutation.....	8 cents.

SALARIES AND WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Two drivers.....	15	\$1 5½
One roadman.....	10	1 50
One hostler.....	6	1 5½

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HENRY HERRICK.....	President.....	Amsterdam, N. Y.
M. L. STOVER.....	Secretary.....	Amsterdam, N. Y.
D. CADY.....	Treasurer.....	Amsterdam, N. Y.
JAMES R. SNELL.....	Superintendent, Lessee...	Amsterdam, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
HENRY HERRICK.....	Amsterdam, N. Y.
DAVID CADY.....	Amsterdam, N. Y.
L. L. GARDINER.....	Amsterdam, N. Y.
D. M. SHALER.....	Amsterdam, N. Y.
JAMES H. BRONSON.....	Amsterdam, N. Y.
STEPHEN SANFORD.....	Amsterdam, N. Y.
J. K. STEWART.....	Amsterdam, N. Y.
MARTIN L. STOVER.....	Amsterdam, N. Y.
OSCAR F. NELSON.....	Amsterdam, N. Y.
WILLIS WENDELL.....	Amsterdam, N. Y.
GARDINER BLOOD.....	Amsterdam, N. Y.
JAMES VOORHEES.....	Amsterdam, N. Y.
D. FRITCHER.....	Fonda, N. Y.

Title of company, Amsterdam Street Railroad Company.

Address of general offices, Amsterdam, N. Y.

Date of close of fiscal year, first Monday in January.

Date of stockholders' annual meeting, first Monday in January.

For information as to this report, address D. Cady, Treasurer.

ATLANTIC AVENUE OF BROOKLYN.

(Date of charter, May 1, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	COMMON.		Cash realized on amount outstanding.
	No. of shares.	Par value.	
Authorized by law or charter	14,000	\$700,000 00	
Issued for actual cash	2	\$129 89	\$129 89
Issued on account of construction	4,200	210,000 00	
Issued on account of equipment	2,479	123,950 00	
Issued on account of real estate	4,959	247,950 00	
Issued additional to stockholders	946	47,270 11	
Issued on account of Brooklyn and Jamaica stock	814	40,700 00	
Issued on account of Adams street franchise	600	30,000 00	
Total now outstanding	14,000	\$700,000 00	\$129 89

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Brooklyn and Jamaica Railway Company bonds	June 1, 1887	p.c. 7	Jan. & July	\$69,820 00	.....
Atlantic Ave. R. R. Co. of Brooklyn A. A. R. R. Co. general mortgage bonds	May 1, 1894	7	May & Nov.	140,500 00	\$121,810 37
Real estate mortgage	Oct. 1, 1900	5	April & Oct.	449,000 00	459,580 00
				70,000 00	70,000 00
				\$729,320 00	\$651,400 37

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure and rails	\$4,025 21	\$206,557 20
Adams street franchise		30,000 00
Real estate		875,003 53
Buildings and fixtures	84,888 31	197,646 97
Purchase of constructed road	20 00	252,558 70
Total cost of road	\$88,931 52	\$1,561,766 40

COST OF ROAD AND EQUIPMENT — (Continued).

	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses		\$148,189 25
Harness	\$3,594 40	18,399 25
Cars	17,578 10	183,416 59
Wagons, trucks and snow plows	615 87	7,575 57
Total cost of equipment	\$21,788 87	\$355,580 97
Grand total cost of road and equipment	\$110,719 89	\$1,917,347 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Construction:</i>		
Bergen street extension	\$1,667 66	
Concord street curve	1,420 91	
Boerum place depot tracks	582 99	
Front street curve	212 45	
Washington street crossover	141 20	
Brooklyn and Jamaica Railway stock	20 00	
		\$4,045 21
<i>Buildings and fixtures:</i>		
Boerum Place depot property	\$56,082 48	
New Seventh avenue car-house	\$20,266 25	
Less insurance	6,500 00	
	13,766 25	
Greenwood engine and mill	10,756 13	
New Nineteenth street stable	4,122 65	
Hoyt street transfer shed	158 81	
		\$4,886 31
<i>Equipment:</i>		
Cars	\$17,578 10	
Harness	3,594 40	
Wagons, trucks, etc.	615 87	
		\$21,788 87
Total		\$110,719 89

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$499,594 37
Less operating expenses (excluding all taxes)	429,233 63
Net earnings from operation	\$69,361 64
<i>Income from other sources, as follows, viz.:</i>	
Rent received for leased lines	\$43,316 03
Rent received for real estate	4,772 95
	48,088 98
Gross income from all sources	\$117,450 62
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$8,199 85
Taxes on earnings and capital stock	8,217 69
Taxes other than above	3,000 00
Interest on funded debt due and accrued	39,729 50
Interest on loans	15,178 60
Rent paid for tracks	2,989 83
	77,315 07
Net income from all sources	\$40,135 55
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock	56,000 00
Deficit for year ending September 30, 1886	\$15,864 45

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$15,864 40	
Surplus up to September 30, 1885.....	861,040 19	
		<u>\$845,175 79</u>
Purchase, sale and exchange of bonds.....		8,180 00
		<u>\$848,355 79</u>
Total surplus September 30, 1886		<u>\$848,355 79</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		\$498,413 52
Signs in cars		180 75
		<u>\$498,594 27</u>
OPERATING EXPENSES.		
Repairs of roadbed and track		\$9,644 15
Repairs of buildings and fixtures.....		6,115 92
Repairs of cars and other vehicles.....		20,086 57
Repairs of harness and stable equipment		1,123 02
Horseshoeing		13,641 98
Renewals of horses.....		37,510 75
Provender (including expense of grinding)		97,218 82
Salaries of general officers and clerks		18,945 92
Wages of conductors and drivers		132,096 10
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....		61,292 73
Light and fuel		5,032 86
Water tax		580 20
Damages to persons and property.....		4,332 15
Legal expenses		4,406 49
Advertising, printing and office expenses		5,645 85
Insurance		5,756 77
Removal of snow and ice.....		2,872 96
Contingencies		2,879 89
		<u>\$429,232 63</u>
Total operating expenses		<u>\$429,232 63</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$1,561,766 40
Cost of equipment.....		355,580 97
<i>Other permanent investments, as follows, viz.:</i>		
South Brooklyn Central railroad stock.....		142,750 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$28,133 48	
Open accounts.....	102,166 03	
Supplies on hand.....	87,329 93	
		<u>192,629 44</u>
		<u>\$2,252,726 81</u>
LIABILITIES.		
Capital stock.....		\$700,000 00
Funded debt.....		729,220 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$22,151 02	
Dividends unpaid	14,000 00	
Bills payable.....	218,000 00	
Open accounts.....	21,000 00	
Loans	200,000 00	
		<u>475,151 02</u>
Profit and loss (surplus).....		348,355 79
		<u>\$2,252,726 81</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from South Ferry to Greenwood via Fifth avenue.	3.00
Single track, main line, from Fulton Ferry to Atlantic avenue and Adam st.	1.50
Single track, main line, from Atlantic and Fifth avenue to Butler street and Nostrand avenue.....	1.75
Single track, branches, from corner Flatbush and Seventh avenue to Ninth avenue and Twentieth street.....	2.00

Single track, branches, from Fifth avenue and Fifteenth street to Ninth avenue.....	Miles. .50
Single track, branches, from Atlantic and Boerum Place to Hoyt and Bergen streets.....	.50
Single track, branches, from corner Adams and Front streets to and in Water street.....	.25

Total length of single track on main line and branches.....	9.50
Second track on main line and branches.....	9.25
Sidings on main line and branches.....	.50

Total length of all tracks and sidings owned.....	19.25
---	-------

Length of railways leased and operated by this company, as follows :

Single track from Albany avenue to Hamilton Ferry.....	4.27
Single track from Fulton street to Atlantic avenue in Truman street.....	.58
Single track from corner Ninth and Fifteenth streets to Twentieth street.....	.25
Single track from corner Flatbush and Atlantic avenues to Ninth avenue and Union street.....	.75
Single track from corner Fulton and Front streets to Adams street.....	.25

Total length of single track leased.....	6.50
Second track and sidings.....	6.75

Total length of all tracks and sidings leased.....	13.25
--	-------

Grand total length of all tracks and sidings owned and leased.....	32.50
--	-------

Weight of rail per yard.....	50 and 60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of closed cars.....	125
Open cars.....	126
Horses.....	983

Schedule time making trip one way:

Round trip on Fulton Ferry and Greenwood line via City Hall.....	96 minutes.
Round trip on Fulton Ferry and Greenwood line via South Ferry.....	17 minutes.
Round trip on Fulton Ferry and Greenwood line via Seventh avenue.....	90 minutes.
Round trip on Fulton Ferry and Greenwood line via Prospect Park and Ninth avenue.....	88 minutes.
Round trip on Fulton Ferry and Prospect Park line.....	68 minutes.
Round trip on South Ferry and Butler street line.....	69 minutes.
Round trip on Crosstown line.....	51 minutes.

How often are cars run.....	From 1½ to 10 minutes headway according to time of day.
-----------------------------	---

Rate of fare per passenger.....	8c. and 5c.
Number of passengers carried in cars during year.....	10,300,558
Average number of employees (including officials) daily, about.....	50

SALARIES AND WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	11½	\$2.00
Drivers.....	11½	2.00
Starters.....	9	2.00
Watchmen.....	10	*12.50
Teamsters.....	10	2.00
Roadmen.....	10	1.50 to 2.25
Hostlers and feedmen.....	10	*12.00
Inspectors.....		2.50
Car cleaners.....		*12.25
Tow boys.....	10	1.00
General foreman.....		†1,800.00

* Weekly.

† Annually.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	9	.....	9
Employees.....	6	1	7
Others.....	2	.....	2
Totals	17	1	18

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. RICHARDSON.....	President and Superintendent..	Brooklyn, N. Y.
WM. J. RICHARDSON	Secretary	Brooklyn, N. Y.
NEWBERRY H. FROST	Treasurer	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. RICHARDSON.....	Brooklyn, N. Y.
FREDERICK A. SCHROEDER.....	Brooklyn, N. Y.
NEWBERRY H. FROST	Brooklyn, N. Y.
B. J. TRACY.....	Brooklyn, N. Y.
SAMUEL W. BOWNE.....	Brooklyn, N. Y.
JAMES H. KIRBY.....	Brooklyn, N. Y.
HENRY MEYER.....	Brooklyn, N. Y.
JOHN WILLIAMS.....	Brooklyn, N. Y.
AUGUSTUS STORRS.....	Brooklyn, N. Y.
WM. J. RICHARDSON.....	Brooklyn, N. Y.
JOHN G. JENKINS.....	Brooklyn, N. Y.
JAMES S. SCYDAM.....	Brooklyn, N. Y.

Corporate title of company, The Atlantic Avenue Railroad Company of Brooklyn.
 Address of general offices at corner of Atlantic and Third avenues, Brooklyn, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, fourth Tuesday in April.
 For information concerning this report, address Wm. J. Richardson, Secretary.

AUBURN AND OWASCO LAKE.

(Date of charter, April 15, 1871.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	1,250	\$12,500 00
Issued for actual cash.....	.....	9,158 40

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Road-bed, superstructure and rails .....	.....	\$1,423 23
Real estate .....	.....	700 00
Buildings and fixtures .....	.....	660 93
Purchase of constructed road .....	.....	5,250 00
Total cost of road .....	.....	\$8,034 16
EQUIPMENT.		
Horses	\$170 00	\$434 24
Cars .....	.....	690 00
Total cost of equipment	\$170 00	\$1,124 24
Grand total cost of road and equipment	\$170 00	\$9,158 40

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$4,241 34
Less operating expenses (excluding all taxes)		3,851 98
Net earnings from operation		\$359 46
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$32 82	
Taxes on earnings and capital stock	28 06	
Interest on capital stock and floating debt	680 51	
		741 39
Deficit for year ending September 30, 1886		\$381 93

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$351 99
Deficit up to September 30, 1885	3,474 66
Total deficit September 30, 1886	\$3,826 65

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$4,241 34
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OPERATING EXPENSES.

Repairs of roadbed and track	\$173 19
Repairs of cars and other vehicles	173 19
Repairs of harness and stable equipment	75 00
Horse shoeing	149 08
Renewals of horses and mules	170 00
Provender (including expense of grinding)	1,304 25
Wages of conductors and drivers	1,458 45
Light and fuel	75 00
Advertising, printing and office expenses	50 00
Insurance	32 50
Contingencies	216 15
Total operating expenses	\$3,881 84

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$8,084 16
Cost of equipment	1,124 24
<i>Current assets, as follows, viz.:</i>	
Cash on hand	277 41
Supplies on hand	140 00
Profit and loss (deficiency)	8,556 59
	<u>\$18,432 40</u>

LIABILITIES.	
Capital stock	\$9,158 40
Unfunded debt	4,274 00
	<u>\$18,432 40</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line from Genesee street to Clarksville	1.25 miles.
Weight of rail per yard	30 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	2
Open cars	2
Horses and mules	10
Schedule time making trip one way	20 minutes.
Cars run	Every 20 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	84,827
Average number of employees (including officials) during year	4

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Superintendent, annual salary	\$300 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers	14	\$1 16
One hostler	14	1 16

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
D. M. OSBORNE	President	Auburn, N. Y.
C. B. KOSTERS	Secretary and Treasurer	Auburn, N. Y.
A. JOHNSON	Superintendent	Auburn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
NELSON BEARDSLEY	Auburn, N. Y.
CHAS. N. ROSS	Auburn, N. Y.
WM. SEARLS	Auburn, N. Y.
M. V. AUSTIN	Auburn, N. Y.
E. O. WHEELER	Port Byron, N. Y.
S. L. DOUGHERTY	Auburn, N. Y.
M. F. TREAT	Auburn, N. Y.
GEO. N. LOUNSBURY	Port Byron, N. Y.
D. SADLER	Port Byron, N. Y.
J. W. BARNES	Port Byron, N. Y.
J. JOHNSON	Port Byron, N. Y.
D. M. OSBORNE	Auburn, N. Y.

BINGHAMTON CENTRAL.

(Date of charter, February 26, 1883.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	350	\$35,000	.....
Issued for actual cash	52	\$5,200	\$5,200
Issued on account of construction.....	70	7,000	7,000
Issued for services	2	200	200
Total now outstanding.....	124	\$12,400	\$12,400

COST OF ROAD AND EQUIPMENT.

Road.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$1,200 00	\$16,900 00
EQUIPMENT.		
*Horses and harness.....	.....	.....
Six cars	400 00	3,400 00
Grand total cost of road and equipment so far as built and equipped	\$1,600 00	\$19,300 00

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

About one-quarter of a mile of roadbed has been built since last report at an expense of about.....	\$1,200 00
One car has been added since last report at an expense of about.....	400 00
Total.....	\$1,600 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1,043 56
Less operating expenses (excluding all taxes).....	1,428 00
Net loss from operation.....	\$384 44
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$13 12
Taxes on earnings and capital stock.....	6 76
Taxes other than above.....	15 19
	35 07
Deficit for year ending September 30, 1886	\$419 51

* Owned and furnished by Stow Manufacturing Company.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$1,048 56
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$300 00
Repairs of cars and other vehicles.....	40 00
Salaries of general officers and clerks.....	25 00
Wages of conductors, drivers and hostler.....	700 00
Light and fuel.....	30 00
Legal expenses.....	50 00
Advertising and printing, and office expenses.....	8 00
Insurance.....	15 00
Removal of snow and ice.....	20 00
Horses, mules and harness furnished by the Stow Manufacturing Company, which built the road—expense for use of same.....	500 00
Total operating expenses.....	\$1,688 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$16,200 00
Cost of equipment.....	3,400 00
	\$19,600 00

LIABILITIES.

Capital stock issued.....	\$12,400 00
There is some stock not issued yet which would go to offset the difference between the cost of road and equipment and the stock issued and could make probable balance of.....	200 00
	\$19,600 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

	Miles.
<i>Length of railway owned by company, (including what is to be laid), as follows:</i>	
Single track, main line, from Liberty street, around to intersection of State and Lewis streets.....	3.333
Single track, branches, from South street, to Rock Bottom bridge and up South Water street.....	.300
Total length of single track on main line and branches.....	3.633
Second track on main line and branches.....	.150
Total length of all tracks and sidings owned.....	3.783

Only about three miles of said track is constructed and laid.

Average weight of rails.....	28 lbs.
Gauge of track.....	3 feet.
Number of box cars.....	3
Open cars.....	3
Horses and mules belonging to Stow Manf. Co.....	3
Schedule time making trip one way.....	30 minutes.
Cars run.....	Every 30 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	20,872
Average number of employees (including officials) during year.....	5

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS

Secretary, annual salary.....	\$25 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Three conductors and drivers.....	12	\$1 55
One hostler.....	12	1 55

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. L. CRANDALL	President.....	Binghamton, N. Y.
CHARLES O. ROOT.....	Secretary	Binghamton, N. Y.
HARMON J. KNEELAND.....	Treasurer	Binghamton, N. Y.
NELSON STOW.....	Superintendent	Binghamton, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALONZO EVARTS.....	Binghamton, N. Y.
CHARLES M. STONE.....	Binghamton, N. Y.
S. MILLS ELY.....	Binghamton, N. Y.
JAMES B. WEED.....	Binghamton, N. Y.
LUKE DOOLITTLE.....	Binghamton, N. Y.
CHARLES J. BARTLETT.....	Binghamton, N. Y.
WATSON A. HEATH.....	Binghamton, N. Y.
GEORGE L. CRANDALL.....	Binghamton, N. Y.
GEORGE A. KENT.....	Binghamton, N. Y.
CHARLES O. ROOT.....	Binghamton, N. Y.
HARMON J. KNEELAND.....	Binghamton, N. Y.
MICHAEL J. MCKAIGR.....	Binghamton, N. Y.
NELSON STOW.....	Binghamton, N. Y.

Title of company, The Binghamton Central Railroad Company.

General offices at 65 Court street, Binghamton, N. Y.

Date of close of fiscal year, February 26.

Date of stockholders' annual meeting, April 23.

For information concerning this report, address Nelson Stow, Superintendent.

BINGHAMTON AND PORT DICKINSON.

LESSOR.

(Date of charter, May 1, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter and now outstanding.....	26,764.50	\$36,764 50

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$36,764 50

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HARVEY WESTCOTT.....	President.....	Binghamton, N. Y.
GEO. M. HARRIS.....	Secretary and Treas.....	Binghamton, N. Y.
N. L. OSBORN.....	Superintendent.....	Binghamton, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
HARVEY W. WESTCOTT	Binghamton, N. Y.
C. BEAN.....	Binghamton, N. Y.
H. A. SHELDON.....	Binghamton, N. Y.
GEO. GEE.....	Binghamton, N. Y.
A. C. MATTHEWS.....	Binghamton, N. Y.
C. OGDEN	Port Dickinson, N. Y.
GEORGE M. HARRIS.....	Binghamton, N. Y.

Title of company, Binghamton and Port Dickinson Railroad Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in August.

For information concerning this report, address George M. Harris, Sec'y and Treasurer.

BINGHAMTON AND PORT DICKINSON.

LESSOR.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$18,175 00
Less operating expenses (excluding . . . taxes)	9,995 00
Net earnings from operation.....	\$8,180 00
<i>Deductions from income, as follows, viz.:</i>	
Rentals.....	8,800 00
Deficit for year ending September 30, 1886.....	\$120 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$18,175 00
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$1,000 00
Repairs of buildings and fixtures.....	50 00
Repairs of cars and other vehicles.....	200 00
Repairs of harness and stable equipment.....	300 00
Horse shoeing.....	435 00
Renewals of horses and mules.....	375 00
Provender (including expense of grinding).....	2,800 00
Wages of conductors and drivers.....	3,100 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,200 00
Light and fuel.....	100 00
Water tax.....	30 00
Legal expenses.....	150 00
Advertising, printing and office expenses.....	80 00
Insurance.....	125 00
Removal of snow and ice.....	100 00
Total operating expenses.....	\$9,995 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length or railway owned by lessor company, single track, main line, from West End to Port Dickinson	5.75 miles.
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Weight of rails per yard.....	32 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	6
Number of open cars.....	7
Schedule time making trip one way.....	30 min.
Cars run over 2¼ miles of road.....	Every 15 min.
Cars run over balance of road.....	6 & 7 times per day.
Rate of fare per passenger.....	5, 4 and 3 cts.
Number of passengers carried in cars during year.....	27,659
Average number of employees (including officials) during year.....	10

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Six drivers	13	\$1 50

BLEECKER STREET AND FULTON FERRY

LESSOR.

LESSEE—TWENTY-THIRD STREET.

(Date of charter, December 12, 1864.

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter and now out- standing.....	9,000	\$900,000	\$900,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstand- ing.	Cash real- ized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds	p.c. 7	Jan. and July	\$700,000	\$700,000

COST OF ROAD.

	Total cost up to Sept. 30, 1884.
Roadbed, superstructure and rails.....	\$1,749,812 14
Buildings and fixtures.....	23,533 49
Extension Eleventh avenue tracks.....	23,595 95
Total cost of road.....	\$1,801,951 58

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt due and accrued paid by Twenty-third Street Railway Company.....	\$49,000 00
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 1½ per cent on capital stock, paid by Twenty-third Street Railway Company.....	13,500 00
Total rental paid by Twenty-third Street Railway Company.....	\$62,500 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,801,981 58
LIABILITIES.	
Capital stock	\$900,000 00
Funded debt.....	700,000 00
Profit and loss (surplus).....	201,981 58
	\$1,801,981 58

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JACOB SHARP.....	President.....	New York city.
THOS. H. McLEAN.....	Secretary and Treasurer....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JACOB SHARP.....	New York city.
ISAAC HENDRIX.....	New York city.
JNO. H. SELMES.....	New York city.
HARRISON D. KERR.....	New York city.
WM. MENZIES.....	New York city.
THOS. B. KERR.....	New York city.
LEWIS MAY.....	New York city.
JOS. JACOBS.....	New York city.
CHAS. CURTIS.....	New York city.
JNO. DOWNEY.....	New York city.
HENDERSON MOORE.....	New York city.
ALEX. E. KURSHEEDT.....	New York city.

Title of company, Bleecker Street and Fulton Ferry Railroad Company.

Address of general offices, 621 West Twenty-third street.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, fourth Monday in January.

For information concerning this report, address Thos. H. McLean, Secretary.

BROADWAY OF BROOKLYN.

(Date of charter, August 20, 1858.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	5,250	\$525,000	.....
Issued for actual cash.....	3,550	\$355,000	\$355,000
Issued on account of construction.....	950	95,000	.....
Issued on account of real estate and equipment.....	750	75,000	.....
Total now outstanding.....	5,250	\$525,000	\$355,000

FUNDED DEBT.

DESIGNATION OF LIEN	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds of the Broadway Railroad Company	1889	p.c. 7	Jan. & July	\$250,000	\$225,000
First mortgage bonds of the "Yates Avenue and Flatbush Railroad Company," now "Sumner Avenue Branch," issued to build and equip the same and guaranteed by the Broadway Railroad Company	1889	6	Jan. & July	100,000	100,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1888.	Total cost of road and equipment up to Sept. 30, 1888.
Roadbed, superstructure and rails	\$18,228 33	\$225,608 68
Real estate, buildings and fixtures	25,763 11	225,755 94
Road built by contract		95,000 00
Total cost of road	\$38,991 44	\$556,358 92
EQUIPMENT.		
Horses	\$13,646 93	\$332,147 99
Harness		
Cars		
Wagons, trucks, snow plows, etc.		
Total cost of equipment	\$13,646 93	\$332,147 99
Grand total cost of road and equipment	\$52,638 37	\$888,506 91

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Construction account:</i>		
Tracks, curves, sidings, etc., Ralph Avenue Branch, completing same		\$8,338 35
Improved street rails on Broadway from Seventh street to Broadway, of a heavier pattern at an extra cost of		2,000 00
Paving on Fulton avenue, East New York, on the Cypress Hill road		320 08
Toward paving Broadway from Eleventh street to Dekalb avenue, with Belgian blocks, an extra pavement		2,500 00
<i>Real estate account:</i>		
Assessment for one year on the East New York property for opening, grading, etc., of Bushwick avenue (final payment)		1,033 00
Cost of buildings, stables, car house and blacksmith shop at the Ralph Avenue depot		24,730 11
<i>Equipment account:</i>		
Fifty-six horses purchased, and 86 horses transferred from the East New York line, making 142 horses on the Ralph Avenue Branch	\$22,970 00	
Twenty platform cars and 15 open cars for the Ralph Avenue Branch	29,750 00	
Registers, snow plows, sweeper and truck for the Ralph Avenue Branch	2,630 75	
Harness horse power cutting machine, stoves, carpets, etc., for the Ralph Avenue Branch	4,054 88	
Total	\$59,405 58	

Less amount expended, as per report of last year.....	\$7,695 00	
Less the value of 86 horses transferred to and included in the equipment account of Ralph Avenue road from the East New York line.....	13,760 00	\$21,455 00
		<u>\$37,950 58</u>
Add for 26 doz. car bells and straps	\$96 85	
Add for iron safe in office	600 00	696 85
		<u>\$38,646 96</u>
Reducing the equipment account as per agreement with the Railroad Commissioners, being in excess of the value of the old stage line in 1858.....	25,000 00	\$, 646 98
Total		<u><u>\$52,688 87</u></u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$419,545 04
Less operating expenses (excluding all taxes).....		821,115 48
Net earnings from operation		<u>\$98,429 56</u>
<i>Income from other sources, as follows, viz.:</i>		
Rent of panels in cars	\$1,100 00	
Rent of tracks	801 78	
Interest	8,149 26	
Miscellaneous	1,855 85	6,406 89
		<u>\$104,886 45</u>
Gross income from all sources		<u>\$104,886 45</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$14,309 00	
Taxes on earnings and capital stock.....	6,552 92	
Taxes other than above	787 73	
Interest on funded debt due and accrued	28,500 00	45,099 65
		<u>\$59,736 80</u>
Net income from all sources		<u>\$59,736 80</u>
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 3¼ per cent on \$350,000 stock	\$12,250 00	
Dividends declared, 6¼ per cent on \$525,000 stock	34,125 00	46,375 00
		<u>\$13,861 80</u>
Surplus for year ending September 30, 1886		<u><u>\$13,861 80</u></u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown		\$13,861 80
Surplus up to September 30, 1885	\$208,757 60	
Deduction on the cost of equipment in 1858, as per agreement with the Railroad Commissioners	\$25,000 00	
Increase of capital	175,000 00	200,000 00
		<u>8,757 50</u>
Total surplus September 30, 1886		<u><u>\$17,119 80</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	<u><u>\$419,545 04</u></u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$10,431 13
Repairs of buildings and fixtures	963 40
Repairs of cars and other vehicles	12,254 26
Repairs of harness and stable equipment	2,302 29
Horse shoeing	9,375 25
Renewals of horses	17,014 50
Provender (including expense of grinding)	63,166 00
Salaries of general officers and clerks	13,150 00
Wages of conductors and drivers	114,252 70
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	49,324 05
Light and fuel	4,093 45
Water tax	699 04
Damages to persons and property	4,621 22
Legal expenses	1,503 25
Advertising, printing, and office expenses	1,974 00
Insurance	3,946 26
Removal of snow and ice	1,343 20

Contingencies :

Detectives	\$2,316 80
Rent of tracks	683 48
Licenses	1,640 00
Depot supplies	3,294 72
Sundries	2,792 00

10,677 00

Total operating expenses.....\$321,115 46

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$556,356 92
Cost of equipment	332,147 79
<i>Current assets, as follows, viz.:</i>	
Cash on hand	4,228 13
Loans on calls	20,000 00
Open accounts	1,328 44
Supplies on hand	7,715 30
Accrued interest	187 96

\$921,911 44

LIABILITIES.

Capital stock	\$525,000 00
Funded debt	350,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt accrued	\$5,875 00
Due for wages and supplies	4,918 76
Open accounts	109 04
Tickets in circulation, estimated for taxes, insurance and license on cars in advance	18,589 74
Sundries	300 00

29,792 54

Profit and loss (surplus).....17,119 20

\$921,911 44

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows, viz.:

	Miles.
Single track, main line from foot of Broadway to East New York	4.825
Single track, branch from Ried avenue to Atlantic avenue	1.500
Single track, branch from Sumner avenue to Bergen street	1.400
Single track, branch from Ralph avenue to Atlantic avenue	1.000
Single track, branch from East New York to Cypress Hill cemetery, Cypress Hill extension	2.000

Total length of single track on main line and branches.....11.725

Second track on main line and branches.....11.005

Sidings on main line and branches......873

Total length of all tracks and sidings owned.....23.603

Weight of rail per yard	40, 50 and 60 lbs.
Gauge of track	4 feet 8½ in.
Number of motors	1
Number of box cars	113
Open cars	86
Horses and mules	744
<i>Schedule time making trip one way :</i>	
East New York line	45 minutes.
Reid avenue	35 minutes.
Sumner avenue	30 minutes.
Ralph avenue	40 minutes.
Cypress Hill extension	20 minutes.
<i>Rate of fare per passenger :</i>	
East New York, Reid, Sumner and Ralph avenues	5 cents.
Cypress Hill extension	3 cents.
Number of passengers carried in cars during year	8, 622, 880
Average number of employees (including officials) during year	865

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Total for year.
President	}	\$18, 250 00
Secretary and Treasurer		
Superintendent		
Inspector		
Two receivers		

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	10	2 50
Watchmen	12	2 00
Switchmen	12	\$1 14 to 1 60
Roadmen towing cars	12	1 25
Hostlers	12	1 75
Trackmen	10	1 75, 2 25, 3 00
Repair shop	10	2 00, 2 25, 2 50
		2 75
Horse shoers	10	3 00, 3 25
Foremen of stables	12	2 25, 2 50

NUMBER OF ACCIDENTS.

Passengers injured	}	6
Others injured		
Total		

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
EDWIN BEERS	President	219 Clinton ave., Brooklyn, N. Y.
ROBERT SEALY	Sec. and Treasurer	231 Keap street, Brooklyn, N. Y.
JOSHUA CRANDALL	Superintendent	248 Hull street, Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
EDWIN BEERS	Brooklyn, N. Y.
SEYMOUR L. HUSTED	Brooklyn, N. Y.
WILLIAM H. HUSTED	Brooklyn, N. Y.
SAMUEL M. MEEKER	Brooklyn, N. Y.
FREDERIC CROMWELL	Brooklyn, N. Y.

<i>Name.</i>	<i>Residence.</i>
ECKFORD WEBB	Brooklyn, N. Y.
WM. M. INGRAHAM	Brooklyn, N. Y.
WM. F. GARRISON	Brooklyn, N. Y.
JOHN G. JENKINS	Brooklyn, N. Y.
PETER WYCKOFF	Brooklyn, N. Y.
GEO. L. FOX	Brooklyn, N. Y.
JOHN C. FURMAN	New York city.
WILLIAM H. MALE	Brooklyn, N. Y.

Title of company, Broadway Railroad Company of Brooklyn.

General offices at 21 Broadway, Brooklyn, Eastern District.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in May.

For information concerning this report, address Robert Sealy, Secretary.

BROADWAY AND SEVENTH AVENUE (New York City).

(Date of charter, May 26, 1864.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	21,000	\$2,100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	June 1, 1904	P.C.	.....	\$1,500,000 00
Second mortgage bonds	July 1, 1914	5	.....	500,000 00
Bond and mortgage		5	.....	100,000 00
Bond and mortgage		7	.....	100,000 00

NOTE—In addition to the funded debt abovementioned, this company, in part consideration for the use of the tracks of the Broadway Surface Railroad Company, in Broadway, between Fifteenth street and the Battery, assumes the payment of the principal and interest of \$1,125,000 of the first mortgage bonds of the said Broadway Surface Railroad Company, and likewise has assumed payment of the interest of the second mortgage bonds of said company to the amount of \$1,000,000.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	.....	\$2, 839, 803 58
Real estate.....	.....	785, 680 07
Buildings and fixtures.....	\$192, 533 24	227, 033 24
Total cost of road	\$192, 533 24	\$3, 652, 316 89
EQUIPMENT.		
Horses.....	.....	\$321, 446 25
Harness.....	.....	155, 700 00
Cars.....	\$20, 321 20	1, 411 00
Wagons, trucks, stages, snow plows, sleighs.....	.....	.....
Total cost of equipment.....	\$20, 321 20	\$478, 557 25
Grand total cost of road and equipment	\$212, 354 44	\$4, 130, 874 14

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Depot extension	\$192, 533 24
Cars	20, 321 20
The total cost of road, as shown (viz.: \$3,652,316.89), is arrived at by adding to the amount shown last year \$192,533.24, this being the amount expended in depot extensions during the year, and deducting from this total amount \$187,866.68, which had been improperly charged to this account and has since been charged off to profit and loss — thus, last year's statement....	
Add for depot extensions.....	\$3, 597, 650 38
	192, 533 24
	\$3, 790, 183 57
Deduct amount charged off to profit and loss.....	187, 866 68
	\$3, 652, 316 89

The difference in amount of total cost of equipment is explained by charging off to profit and loss, \$107,148.75 on account of depreciation and former over-valuation of horses and harness, and also charging off, to profit and loss, \$188,500.17 by reason of depreciation and former over-valuation of cars, after adding to this account amount expended as shown, \$20,321.20.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1, 684, 944 95
Less operating expenses (excluding all taxes).....	1, 183, 185 93
Net earnings from operation.....	\$501, 759 02
Income from other sources, as follows, viz.:	
Rent of tracks.....	\$2, 500 00
Advertising.....	2, 200 00
	4, 700 00
Gross income from all sources.....	\$506, 459 02
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$10, 691 73
Taxes on earnings and capital stock.....	22, 082 29
Taxes other than above.....	34, 857 23
Interest on funded debt due and accrued.....	112, 000 00
Discount on silver.....	22 47
Track tax.....	2, 270 00
*Rent.....	193, 674 97
	375, 598 68
Net income from all sources	\$130, 860 34

*See detailed statement.

Payments from net income, as follows, viz.:

Dividends declared, 3 per cent on capital stock.....	\$63,000 00	
Interest.....	2,846 16	\$65,846 16
Surplus for year ending September 30, 1886		\$65,514 16

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$65,514 18	
Surplus up to September 30, 1885	135,769 30	
Add increase of supplies on hand.....	7,527 69	\$208,811 17
<i>Less:</i>		
Roadbed and superstructure over valuation.....	\$137,866 68	
Cars, depreciation.....	138,500 87	
Horses, harness and stock over valuation.....	107,148 75	
Unpaid taxes and car licenses	182,323 67	
Unpaid supplies, wages, sundries.....	19,189 89	585,029 84
Total deficit September 30, 1886		\$376,215 69

DETAILED STATEMENT OF RENTALS.

This company pays the Sixth and Eighth Avenue Railroad Companies for the use of a portion of the tracks of their road on West Broadway. College place and Church street, per annum		\$700 00
It paid Thomas Stewart, for rent of lot corner of Seventh avenue and 53d street, used for the storage of sand, paving stone, etc.....		375 00
Under the contract for the use of the Broadway surface road, and as a consideration therefor, it paid the city of New York.....	\$40,000 00	
And a further sum of three per cent upon the gross receipts below 15th street.....	31,849 97	
And also the interest at five per cent on \$2,125,000 of Broadway bonds....	106,250 00	178,099 97
Paid John O'Brien, Receiver, in accordance with stipulation, \$100 per day, amounting, down to October 1, 1886, to		14,500 00
Total		\$193,674 97

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES

EARNINGS.

From passengers.....	\$1,634,944 85
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OPERATING EXPENSES.

Repairs of roadbed and track	\$16,897 24
Repairs of buildings and fixtures	8,130 71
Repairs of cars and other vehicles.....	41,065 01
Repairs of harness and stable equipment.....	13,998 05
Horseshoeing.....	35,716 10
Renewals of horses and mules	99,004 50
Provender (including expense of grinding).....	199,317 72
Salaries of general officers and clerks.....	24,353 59
Wages of conductors and drivers.....	354,681 59
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	180,841 29
Light and fuel	10,333 47
Water tax	1,623 39
Damages to persons and property.....	22,933 92
Legal expenses.....	80,938 56
Advertising, printing and office expenses.....	4,596 03
Insurance.....	12,796 63
Removal of snow and ice.....	16,509 06
Contingencies.....	4,573 04
Rent of stables for stages.....	5,090 20
Total operating expenses.....	\$1,118,185 83

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$3, 652, 816 89
Cost of equipment	478, 557 25
<i>Other permanent investments, as follows, viz.:</i>	
Broadway and Seventh Avenue Railroad bonds	18, 767 22
<i>Current assets, as follows, viz.:</i>	
Cash on hand	112, 232 13
Supplies on hand	22, 575 05
Profit and loss (deficiency)	876, 218 69
	<hr/> \$4, 660, 667 23 <hr/>

LIABILITIES.	
Capital stock	\$2, 100, 000 00
Funded debt	2, 200, 000 00
<i>Current liabilities, as follows, viz.:</i>	
Rent due and accrued	\$5, 125 00
Bills payable	95, 000 00
Open accounts	59, 028 67
Wages and supplies unpaid	19, 189 89
Unpaid taxes and car licenses	182, 828 67
	<hr/> 360, 667 23 <hr/>
	<hr/> \$4, 660, 667 23 <hr/>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows, viz.:</i>	Miles.
Single track, main line, from Fifty-ninth street and Seventh avenue to Barclay street and Broadway	4.282
Single track, branches, from Fifty-first street and Seventh avenue to Park place and Broadway	4.046
Total length of single track on main line and branches	8.328
Second track on main line and branches	8.328
Total length of all tracks and sidings owned	16.656
<i>Length of railways leased and operated by this company as follows, viz.:</i>	
Single track from Fifteenth street to Bowling Green	2.507
Second track and sidings	2.507
Total length of all tracks and sidings leased	5.014
Grand total length of all tracks and sidings owned and leased	21.670
Weight of rail per yard	47 and 60 lbs.
Gauge of track	4 ft., 8½ in.
Number of box cars	227
Horses and mules	2, 242
Schedule time making trip one way	52 minutes.
Cars run	Every min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	82, 698, 899
Average number of employees (including officials), during year	1, 101

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.	
General officers	\$15, 000 00
Receivers	1, 000 00
Register clerk and others	800 00
General clerk	1, 000 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	9½	\$2 00
Drivers.....	9½	2 00
Starters.....	10	2 42
Watchmen.....	12	1 75
Switchmen.....	10	\$1 00 to 1 25
Roadmen.....	10	1 75 to 2 25
Hostlers.....	10	1 75
Inspectors.....	12	2 50
Woodworkers.....	10	3 00
Painters.....	10	2 75
Horseshoers.....	10	3 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers.....	3	1	4
Employees.....	1	.....	1
Others.....	.....	2	2
Total.....	3	3	6

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
HENRY THOMPSON.....	President.....	New York city.
THOMAS F. RYAN.....	Secretary and Treasurer.....	New York city.
HENRY A. NEWELL.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHARLES BANKS.....	New York city.
JOHN J. BRADLEY.....	New York city.
WILLIAM B. DINSMORE.....	New York city.
BERNARD M. EWING.....	New York city.
CHARLES F. FROTHINGHAM.....	New York city.
JOHN H. MURPHY.....	New York city.
SOL. MEHRBACK.....	New York city.
THOMAS J. O'DONOHUE.....	New York city.
W. H. ROCKWELL.....	New York city.
THOMAS F. RYAN.....	New York city.
HENRY THOMPSON.....	New York city.
WILLIAM L. ELKINS.....	Philadelphia, Pa.
PETER A. B. WIDENER.....	Philadelphia, Pa.

Title of company, Broadway and Seventh Avenue Railroad Company.

Address of general offices, 761 Seventh avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Monday in June.

For information concerning this report, address Broadway and Seventh Avenue Railroad Company.

BROADWAY SURFACE (New York City).

John O'Brien was appointed, by the Supreme Court of the State of New York, Receiver of the property of the Broadway Surface Railroad Company, on May 8, 1886.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

For rentals from Broadway and Seventh Avenue Railroad Company.....	\$14,500 (1)
For rentals from Twenty-third Street Railroad Company.....	2,350 (1)
Surplus on hand September 30, 1886.....	\$16,750 (1)

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

(Date of charter, February 7, 1885.)

For history of organization, see Report of 1885.

The present management found the books and accountings of the company in a crude and defective shape, and are compelled to estimate the figures covering the transactions up to March 3, 1886, from such data and sources as they have found available and believe to be trustworthy.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued for purchase and now outstanding.....	1,000	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Mortgage.....	Jan. 1, 1916	p.c. 6	Jan. & July.	\$250,000	*

COST OF ROAD AND EQUIPMENT.

ROAD	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Balance from 1885.....	.....	\$350,000 00
Buildings and fixtures.....	\$6,466 50	6,466 50
Addition by transfer from equipment in last years' account,.....	.....	8,500 00
Total cost of road.....	\$6,466 50	\$359,966 50
EQUIPMENT.		
†Balance from 1885.....	.....	\$1,036 05
Horses	\$13,650 00	.....
Harness	1,096 50	.....
Cars, trucks, snow plows, etc.....	16,956 68	.....
Less deduction of \$1,036.05 from last year's equipment, transferred to operating expenses.....	.....	30,667 13
Total cost of equipment	\$31,703 18	\$31,703 18
Grand total cost of road and equipment	\$38,169 68	\$391,669 68

* Issued in taking up prior mortgage.

† Less transfer as noted, \$3,500 to cost of road.

ADDITIONS OR BETTERMENTS DURING THE YEAR.

Addition to buildings and fixtures, new mangers in stables.....	\$483 00
Addition to buildings and fixtures, new water tank and pump.....	91 50
Addition of eighty-five horses.....	18,650 00
Addition to cars, snow plows, trucks, etc.....	16,956 68
Addition to harness, collars, halters, etc.....	1,096 50
Total	<u>\$38,169 68</u>

NOTE.—The entire equipment has undergone renovation, replacement and additions necessary to meet the requirements of the road, and put it in first-class order since March, 1886.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$64,195 86
Less operating expenses (excluding all taxes).....	87,817 41
Net loss from operation.....	<u>\$23,121 55</u>
<i>Deductions from income, as follows, viz.</i>	
Taxes	\$866 87
Interest on funded debt due and accrued	15,000 00
Suspense account, contingent liability at change of management, March 3, 1886, estimated for errors	1,365 98
	<u>17,222 85</u>
Deficit for year ending September 30, 1886.....	<u>\$40,354 40</u>

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$40,354 40
Surplus up to September 30, 1885, as reported by previous management....	568 40
Total deficit September 30, 1886.....	<u>\$39,786 00</u>

NOTE.—The estimated deficit March 3, 1886, when present managers assumed control was \$18,827.56.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES

EARNINGS.

From passengers.....	\$64,111 10
From advertising.....	64 76
From bond and badges	20 00
Total gross earnings.....	<u>\$64,195 86</u>

OPERATING EXPENSES.

Repairs of roadbed, track, buildings and fixtures.....	\$14,671 56
Repairs of cars and other vehicles.....	5,437 19
Repairs of harness and stable equipment.....	773 93
Horseshoeing.....	2,320 29
Renewals of horses and mules.....	11,107 94
Provender (including expense of grinding)	14,363 54
Salaries of general officers and clerks, advertising, printing and office expenses.....	2,903 58
Wages of conductors and drivers	21,168 30
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	10,917 65
Light and fuel	351 57
Damages to persons and property	41 05
Legal expenses.....	326 50
Insurance.....	314 27
Contingencies.....	978 47
Interest, as an operating expense	611 02
Rents.....	628 53
Total operating expenses.....	<u>\$87,817 41</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$359,966 50
Cost of equipment.....		81,703 18
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$318 18	
Open accounts.....	514 70	
Supplies on hand.....	1,490 30	
Insurance.....	1,288 18	
Car licenses.....	100 00	
		8,711 81
Profit and loss (deficiency)		39,786 00
		<u>\$435,166 99</u>
LIABILITIES.		
Capital stock.....		\$100,000 00
Funded debt.....		250,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued	\$3,750 00	
Bills payable.....	19,460 00	
Open accounts.....	9,577 91	
Loans.....	87,267 50	
Mortgage on stable.....	3,500 00	
Interest on loans.....	86 90	
Rents accrued.....	33 38	
Due for taxes.....	114 57	
<i>* Suspense account:</i>		
Estimated.....	10,680 07	
Due employees.....	696 71	
		85,166 99
		<u>\$435,166 99</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Broadway, Brooklyn, to St. John's Cemetery, Queens county.....	6
Second track on main line.....	5.
Total length of all tracks and sidings owned.....	<u>11</u>
Weight of rail per yard.....	47 to 52 lbs.
Gauge of track.....	4 ft., 8½ in.
Number of box cars.....	18
Open cars.....	32
Horses and mules.....	205
Schedule time making trip one way.....	1h. 10m.
Cars are run (Brooklyn).....	6 to 10m.
Cars are run (Queens county).....	6 to 30m.
Rate of fare per passenger, Kings county.....	5 cents.
Rate of fare per passenger, Queens county.....	6 cents.
Number of passengers carried in cars during year (estimated).....	1,410,000
Average number of employees (including officials) during year, about.....	<u>100</u>

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.	
Superintendence and clerks.....	\$1,456 00

* Pertaining to transactions of the company prior to March 3, 1886, in process of adjustment, the amount of same at time being \$13,327.56, which the present management charged to profit and loss in opening new set of books.

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	1 50
Watchmen.....	12	1 50
Roadmen.....	10	1 50
Hostlers.....	10	1 75
Tow boys.....	10	1 00

NUMBER OF ACCIDENTS.

Passengers injured..... 2

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEO. W. VAN ALLEN.....	President.....	New York city.
WM. B. WAIT.....	Secretary.....	New York city.
C. B. COTTRELL.....	Treasurer.....	Rhode Island.
CHAS. E. HARRIS.....	Superintendent.....	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
DAVID W. BINNS.....	Brooklyn, N. Y.
C. B. COTTRELL.....	Rhode Island.
E. H. COTTRELL.....	Rhode Island.
WALTER A. JONES.....	West Troy, N. Y.
GEO. W. VAN ALLEN.....	New York city.
WM. H. VAN ALLEN.....	New York city.
WM. B. WAIT.....	New York city.

Title of company, Brooklyn, Bushwick and Queens County Railroad Company.

Address of general offices, Bushwick, L. I., N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in February.

For information concerning this report, address Brooklyn, Bushwick and Queens County Railroad Company, corner Nostrand and Park avenues, Brooklyn, N. Y.

BROOKLYN CITY.

(Date of charter, December 17, 1853.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	200,000	\$2,000,000	.....
Issued for actual cash.....	125,000	\$1,250,000	\$2,000,000
Issued for surplus earnings.....	75,000	750,000	.....
Total now outstanding.....	200,000	\$2,000,000	\$2,000,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate	When payable.		
Mortgage on franchise and construction	Jan. 1, 1903	p.c. 5	Jan. & July	\$800,000	\$811,646

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure, rails and right of way	\$28,500 49	\$1,212,386 26
Real estate, buildings and fixtures.....	210,680 11	1,408,288 19
Total cost of road.....	\$289,180 60	\$2,620,674 45
EQUIPMENT.		
Horses, harness, cars, dummies, wagons, trucks, snow plows and sleighs.....	70,481 70	1,411,408 85
Grand total cost of road and equipment	\$309,662 30	\$4,032,077 80

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

For additional tracks in new depots, curves, switches, crossovers, etc. . .	\$28,500 49
For new cars, registers and ringing devices, motors, harness, trucks, carts, etc.....	70,481 70
For new depot buildings, assessments on real estate for improvements, land under water, etc	210,680 11
Total.....	\$309,662 30

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$2,295,491 54
Less operating expenses (excluding all taxes and interest).....	1,919,793 76
Net earnings from operation.....	\$375,697 78
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$11,552 57
Interest	1,479 76
	13,032 33
Gross income from all sources.....	\$888,730 11
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$76,392 24
Taxes on earnings and capital stock.....	19,821 12
Interest on funded debt due and accrued	40,000 00
Interest on floating debt.....	26,113 56
	162,326 92
Net income from all sources	\$226,403 19
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 11 per cent on capital stock	220,000 00
Surplus for year ending September 30, 1886	\$6,403 19

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$6,408 19
Surplus up to September 30, 1885.....	519,871 53
	<hr/>
Less accrued interest.....	\$517,274 73
	8,245 13
	<hr/>
Total surplus September 30, 1886.....	\$514,029 60
	<hr/>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$2,295,491 54

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$104,087 40
Repairs of buildings and fixtures	60,417 53
Repairs of cars and other vehicles	125,705 24
Repairs of harness and stable equipment	33,253 03
Horseshoeing	51,935 12
Renewals of horses and mules	119,929 00
Provender (including expense of grinding)	308,596 63
Salaries of general officers and clerks	43,046 43
Wages of conductors and drivers and engineers on dummy cars	613,773 80
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	387,761 80
Light and fuel	30,317 24
Water tax	5,676 35
Damages to persons and property.....	22,446 92
Legal expenses	28,174 03
Advertising, printing and office expenses.....	4,713 97
Insurance	12,034 76
Removal of snow and ice	7,209 19
Contingencies:	
For depot supplies.....	\$9,235 65
For rents	5,468 47
For licenses	7,120 00
Not enumerated.....	10,468 40
	<hr/>
	82,387 52
	<hr/>
Total operating expenses	\$1,919,793 76

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$2,620,674 45
Cost of equipment	1,411,408 35
Current assets, as follows, viz.:	
Cash on hand	36,535 53
Open accounts	90,879 64
	<hr/>
	\$4,159,542 97
	<hr/>
LIABILITIES.	
Capital stock	\$2,000,000 00
Funded debt.....	800,000 00
Current liabilities, as follows, viz.:	
Interest on funded and floating debt due and accrued	21,113 37
Bills payable.....	834,400 00
Profit and loss (surplus)	514,029 60
	<hr/>
	\$4,159,542 97

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows:		Miles.
Total length of single track on main line and branches		89.17
Second track on main line and branches.....		39.17
Sidings on main line and branches.....		10.16
		<hr/>
Total length of all tracks and sidings owned.....		88.50

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REPORT OF THE RAILROAD COMMISSIONERS.

<i>Names.</i>	<i>Residence.</i>
ALEXANDER STUDWELL.....	Brooklyn, N. Y.
WILLIAM A. HUSTED	Brooklyn, N. Y.
CROWELL HADDEN.....	Brooklyn, N. Y.
*WILLIAM H. HAZZARD.....	Brooklyn, N. Y.
GEORGE W. BERGEN.....	Freeport, L. I.
JOHN C. BARRON.....	New York city.
DANIEL F. LEWIS.....	Brooklyn, N. Y.
EDWIN PACKARD.....	Brooklyn, N. Y.
WILLIAM H. THOMAS	Brooklyn, N. Y.
FRANK LYMAN	Brooklyn, N. Y.

Title of company, Brooklyn City Railroad Company.
 Address of general offices, 10 Fulton street, Brooklyn, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Monday in January.
 For information concerning this report, address the Treasurer.

BROOKLYN CITY AND NEWTOWN.

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	20,000	\$2,000,000	.....
Issued for actual cash.....	7,000	\$700,000	\$700,000
Issued on account of construction.....	3,000	300,000	.....
Total now outstanding.....	10,000	\$1,000,000	

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Oct. 1, 1890	7 p.c.	April & Oct.	\$400,000	\$400,000

* Resigned December 1, 1886.

BROOKLYN CITY AND NEWTOWN.

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COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure and rails	\$8,100 56	\$430,657 25
Right of way.....		197,468 50
Real estate.....		46,241 82
Buildings and fixtures.....		297,000 00
Interest and discount charged to construction		11,850 00
Road built by contract.....		879,413 87
Sundries charged to construction.....		4,389 21
Total cost of road	\$8,100 56	\$1,866,520 15
EQUIPMENT.		
Horses		\$76,325 00
Harness.....		6,249 00
Cars.....		152,400 00
Wagons, trucks, snow plows, sleighs.....		6,847 00
Sundries charged to equipment.....		3,023 78
Total cost of equipment		\$244,844 78
Grand total cost of road and equipment	\$8,100 56	\$1,611,364 88

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Laying new track on Johnson street and relaying and renewing track on Washington street at time of the street being widened.....	\$3,100 56
--	------------

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$264,525 74
Less operating expenses (excluding all taxes).....	207,128 55
Net earnings from operation.....	\$57,397 19
<i>Income from other sources, as follows, viz.:</i>	
Rent of tracks (net).....	\$884 77
Rent of car panels	2,000 08
	2,884 85
Gross income from all sources	\$60,282 04
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$5,150 69
Taxes on earnings and capital stock.....	1,879 09
Taxes other than above.....	1,196 77
Interest on funded debt due and accrued	28,000 00
Interest on floating debt.....	11,841 18
	47,567 78
Surplus for year ending September 30, 1886.....	\$12,714 81

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886.....	\$12,714 81
Surplus up to September 30, 1885.....	4,486 70
	\$17,201 01
Old accounts charged direct to profit and loss deducted.....	166 20
Total surplus September 30, 1886	\$17,034 81

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$264,525 74
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REPORT OF THE RAILROAD COMMISSIONERS.

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$9,029 02
Repairs of buildings and fixtures.....	430 30
Repairs of cars and other vehicles.....	9,669 36
Repairs of harness and stable equipment.....	1,194 59
Horseshoeing.....	5,422 23
Renewals of horses and mules.....	8,543 65
Provender (including expense of grinding).....	38,920 67
Salaries of general officers and clerks.....	8,988 84
Wages of conductors and drivers.....	62,746 51
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	33,673 71
Light and fuel.....	2,537 72
Water tax.....	639 96
Damages to persons and property.....	18,852 51
Legal expenses.....	2,457 67
Advertising, printing and office expenses.....	750 00
Insurance.....	4,651 77
Removal of snow and ice.....	1,108 60
Contingencies.....	3,016 73
Total operating expenses.....	\$207,128 55

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$1,346,590 15
Cost of equipment.....	244,844 73
<i>Other permanent investments, as follows, viz.:</i>	
Real estate, De Kalb and Sumner avenues.....	12,341 32
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$17,832 86
Bills receivable.....	5,185 60
Open accounts.....	6,461 72
Supplies on hand.....	3,582 14
	33,012 32
	\$1,656,618 52

LIABILITIES

Capital stock.....	\$1,000,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$14,000 00
Bills payable.....	54,746 83
Open accounts.....	2,589 01
Sundries, audited vouchers.....	7,247 82
Mortgage on real estate.....	161,000 00
	239,583 71
Profit and loss (surplus).....	17,034 51
	\$1,656,618 52

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Wyckoff avenue to Fulton Ferry.....		4.55
Single track, branches, from Gold and DeKalb streets to Front and Washington streets.....		1.24
Single track, branches, from Water and Washington streets to Debevoise and DeKalb streets.....		1.34
Total length of single track on main line and branches.....		7.15
Second track on main line and branches, Washington and Front streets to Manhattan Beach station.....		4.20
Sidings on main line and branches.....		1.20
Total length of all tracks and sidings owned.....		12.65
Weight of rail per yard.....	45 and 60 lbs.	
Gauge of track.....	4 ft. 8 1/2 in.	
Number of box cars.....	85	
Open cars.....	69	
Horses.....	400	

BROOKLYN CITY AND NEWTOWN.

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Schedule time making trip one way.....	46 minutes.
Cars run.....	Av. every 4 1-5 min.
Rate of fare per passenger.....	8 and 3 cts.
Number of passengers carried in cars during year.....	5,568,963
Average number of employees (including officials) during year.....	200

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$7,280 00
Cashier.....		1,000 00
Clerk.....		1,040 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors, 60.....	12	\$2 00
Drivers, 60.....	12	2 00
Starters, 8.....	12	2 50
Watchmen, 2.....	12	2 00
Roadmen, 10.....	10	1 75
Hostlers, etc., 81.....	10	1 75
Repair shop, 8.....	10	\$2 50, 3 50
Harness, 1.....	10	2 50
Horse shoers, 4.....	10	3 00
Tow boys and extras.....	10	1 25, 1 75

NUMBER OF ACCIDENTS.

Passengers injured.....	2
Others injured.....	2
Total.....	4

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN N. PARTRIDGE.....	President.....	Brooklyn, N. Y.
DUNCAN B. CANNON.....	Secretary and Treasurer.....	Brooklyn, N. Y.
JOHN L. HEINS.....	Superintendent.....	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN N. PARTRIDGE.....	Brooklyn, N. Y.
HENRY B. HYDE.....	New York city.
LOUIS FITZGERALD.....	New York city.
ALFRED WAGSTAFF.....	New York city.
JOHN C. JACOBS.....	Brooklyn, N. Y.
EUGENE T. LYNCH.....	Flushing, L. I., N. Y.
E. L. MONTGOMERY.....	Flushing, L. I., N. Y.

Title of company, Brooklyn City and Newtown Railroad Company.

General offices at De Kalb and Central avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address Duncan B. Cannon, Secretary and Treasurer.

BROOKLYN CROSSTOWN.

(Date of charter, April 30, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	4,000	\$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds	July 1, 1888. Redeemable 8 yrs. from July 1, 1883, payable in 20 yrs.....	p.c. 7	Jan. & July	\$300,000
Certificates of indebtedness.....		6	Jan. & July	150,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails			\$464,928 48
Real estate.....	\$9,697 53		129,764 03
Total cost of road.....	\$9,697 53		\$594,692 49
EQUIPMENT.			
Horses	\$1,190 00		\$70,210 00
Harness	75 90		6,556 19
Cars.....			45,650 00
Total cost of equipment	\$1,265 90		\$122,716 19
Grand total cost of road and equipment	\$10,963 43		\$717,408 68

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New stables.....	\$9,697 53
Additional horses.....	1,190 00
Additional harness.....	75 90
Total.....	\$10,963 43

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$287,161 52	
Less operating expenses (excluding all taxes).....	203,553 74	
Net earnings from operation.....		\$83,607 78
<i>Income from other sources, as follows, viz.:</i>		
Damages	\$223 00	
Tickets.....	1,027 50	
Rent of panels.....	999 96	
		<u>2,255 56</u>
Gross income from all sources		\$85,863 34
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$6,753 82	
Interest on funded debt due and accrued.....	33,149 74	
		<u>39,903 56</u>
Net income from all sources		\$45,959 78
<i>Payments from net income, as follows, viz.:</i>		
*Dividends declared \$3.00 per share	\$23,980 00	
*Cash paid in settlement of stock suit.....	5,000 00	
		<u>28,980 00</u>
Surplus for year ending September 30, 1886		<u>\$16,979 78</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$16,979 78	
Surplus up to September 30, 1885.....	69,409 64	
		<u>\$86,389 42</u>
Cash over		2 00
Total surplus September 30, 1886		<u>\$86,391 42</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$287,161 52
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$8,774 23
Repairs of cars and other vehicles.....	10,026 42
Repairs of harness.....	1,435 88
Horseshoeing.....	5,213 78
Renewals of horses and mules.....	17,819 50
Provender (including expense of grinding).....	40,185 86
Salaries of general officers and clerks	9,462 75
Wages of conductors and drivers	53,915 65
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	30,049 02
Light and fuel	1,943 10
Water tax	123 41
Damages to persons and property.....	1,687 68
Legal expenses.....	9,650 08
Advertising, printing and office expenses.....	738 53
Insurance.....	1,370 37
Removal of snow and ice.....	964 40
Contingencies.....	10,708 18
Total operating expenses	<u>\$203,553 74</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$594,692 49
Cost of equipment.....	122,716 19
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	20,622 23
Open accounts.....	1,873 27
Supplies on hand.....	27,283 51
	<u>\$766,387 74</u>

LIABILITIES.

Capital stock.....	\$200,000 00
Funded debt.....	431,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	1,425 00
Dividends unpaid.....	150 00
Bills payable.....	15,000 00
Open accounts.....	33,021 32
Profit and loss (surplus).....	86,891 43
	<hr/> \$766,967 74 <hr/>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Long Island City to Erie Basin		5.014
Second track on main line and branches.....		5.014
Total length of all tracks and sidings owned.....		<hr/> 10.028 <hr/>
Weight of rail per yard.....	50 and 60 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	72	
Horses and mules.....	413	
Schedule time making trip one way..	1h. 39m.	
Cars are run.....	2 to 6m.	
Rate of fare per passenger.....	5c., 3c. and 7c.	
Number of passengers carried in cars during year.....	8,004,596	
Average number of employees (including officials) during year.....	220	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.

Annual salary.

General officers.....	\$4,800 00
Clerks.....	4,693 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	9.52	\$2 00
Starters.....	12	2 00
Watchmen.....	12	2 00
Roadmen.....	10	\$1 50 to 2 50
Hostlers.....	12	1 75
Horsehoers.....	10	3 00 to 3 25
Repair shop.....	10	2 75 to 3 50

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	8	3
Others.....	2	1	3
Total.....	5	1	6

BROOKLYN CROSSTOWN.

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OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HENRY W. SLOCUM.....	President.....	Brooklyn, N. Y.
MARTIN JOOST.....	Secretary	Brooklyn, N. Y.
JOHN B. CONNER.....	Treasurer.....	Brooklyn, N. Y.
D. W. SULLIVAN.....	Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
HENRY W. SLOCUM.....	Brooklyn, N. Y.
ERRA B. TUTTLE.....	Brooklyn, N. Y.
HORACE M. WARREN	Brooklyn, N. Y.
WILLIAM MARSHALL.....	Brooklyn, N. Y.
JOHN G. JENKINS.....	Brooklyn, N. Y.
MARTIN JOOST.....	Brooklyn, N. Y.
HENRY W. SLOCUM, JR.....	Brooklyn, N. Y.

Title of company, Brooklyn Crosstown Railroad Company.
Address of general offices, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, third Monday in October.
For information concerning this report, address 585 Manhattan ave., Brooklyn, N. Y.

BUFFALO EAST SIDE

(Date of charter, May 10, 1870.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, and issued for actual cash, and now outstanding.....	1, 000	\$100, 000	\$100, 000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized	Amount outstanding.
		Rate.	When payable.		
First mortgage	June 1, 1904	p.c.	June & Dec.	\$281,000	\$281,000
Second mortgage.....	Sept. 1, 1913	7	Mar. & Sept.	184,000	184,000
Mortgage on real estate.....	May 30, 1886	6	May & Nov.	30,000	30,000
Mortgage on real estate	Feb. 1, 1906	6	Feb. & Aug.	40,000	40,000
Mortgage on real estate .....	.....	6	Jan. & July	12,500	12,500
Total.....	.....	..	.....	\$547,500	\$547,500

REPORT OF THE RAILROAD COMMISSIONERS

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure, rails and right of way	\$25,090 60	\$594,949 73
Real estate, buildings and fixtures	6,291 52	126,725 29
Interest and discount charged to construction		1,066 09
Total cost of road	\$31,382 12	\$652,725 03
EQUIPMENT.		
Horses	\$1,961 00	\$40,571 00
Harness		1,497 00
Cars	6,020 00	52,100 00
Wagons, trucks, snow plows, sleighs	1,252 18	3,527 18
Total cost of equipment	\$9,233 18	\$97,695 18
Grand total cost of road and equipment	\$40,615 30	\$750,420 20

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Track on Broadway extended from Herman street to the New York Central railroad crossing, and new tracks in Western avenue and Carolina street	\$25,090 60
Additional to buildings	6,291 52
New horses and rolling stock	9,233 18
Total	\$40,615 30

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$188,948 07
Less operating expenses (excluding all taxes)	143,706 35
Gross income from all sources	\$45,239 52
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$7,509 91
Taxes on earnings and capital stock	
Taxes other than above	
Interest on funded debt due and accrued	34,355 01
Interest on floating debt	3,117 83
	44,982 35
Surplus for year ending September 30, 1886	\$357 57

GENERAL INCOME ACCOUNT

Surplus for year ending September 30, 1886, as shown	\$357 57
Deficit up to September 30, 1885	17,636 25
Total deficit September 30, 1886	\$17,428 63

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$188,948 07
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OPERATING EXPENSES.

Repairs of roadbed and track	\$12,419 46
Repairs of buildings and fixtures	1,355 53
Repairs of cars and other vehicles	7,341 00
Repairs of harness and stable equipment	1,635 55
Horseshoeing	3,991 11

BUFFALO EAST SIDE.

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Renewals of horses and mules.....	\$5,013 00
Provender (including expense of grinding).....	22,948 78
Salaries of general officers and clerks.....	7,920 12
Wages of conductors and drivers.....	42,181 11
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	24,788 17
Light and fuel.....	2,820 77
Water tax.....	888 81
Damages to persons and property.....	782 08
Legal expenses.....	1,684 68
Advertising, printing and office expenses.....	1,728 89
Insurance.....	959 07
Removal of snow and ice.....	1,780 85
Contingencies.....	4,578 47
Total operating expenses	\$143,706 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$652,725 02
Cost of equipment.....	97,695 18
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$2,210 21
Supplies on hand.....	6,655 18
Sundries.....	1,080 00
	9,925 34
Profit and loss (deficiency)	17,428 68
	\$777,774 22

LIABILITIES.	
Capital stock.....	\$100,000 00
Funded debt.....	547 500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$9,664 17
Bills payable.....	35,000 00
Open accounts.....	72,809 55
Sundries.....	18,809 50
	180,274 22
	\$777,774 22

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line and branches.....		25.375
Second track on main line and branches.....		6.837
Sidings on main line and branches.....		.150
Total length of all tracks and sidings owned.....		82.362
Weight of rail per yard.....	50 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	52	
Open cars.....	7	
Horses and mules.....	801	
Schedule time making trip one way.....	52 minutes.	
Cars run.....	Every 7½ min.	
Rate of fare per passenger.....	5 and 8 cts.	
Number of passengers carried in cars during year.....	8,945,376	
Average number of employees (including officials) during year.....	180	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General officers and clerks.....		\$7,920 12

REPORT OF THE RAILROAD COMMISSIONERS.

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$1 50
Drivers.....	12	1 65
Starters.....	12	1 50
Watchmen.....	12	1 50
Switchmen.....	12	1 50
Roadmen.....	10	1 50
Hostlers.....	10	1 25

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers.....	1	.....	1
Others.....	.....	1	1
Total.....	1	1	2

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
SAMUEL S. SPAULDING.....	President.....	Buffalo, N. Y.
HENRY M. WATSON.....	Secretary.....	Buffalo, N. Y.
WILLIAM H. WATSON.....	Treasurer.....	Buffalo, N. Y.
EDWARD EDWARDS.....	Superintendent.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SAMUEL S. SPAULDING.....	Buffalo, N. Y.
JOSEPH CHURCHYARD.....	Buffalo, N. Y.
ELBRIDGE G. SPAULDING.....	Buffalo, N. Y.
HENRY M. WATSON.....	Buffalo, N. Y.
PORTER NORTON.....	Buffalo, N. Y.

Title of company, The Buffalo East Side Street Railway Company.

Address of general offices, No. 346 Main street, Buffalo, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address Henry M. Watson, Secretary

BUFFALO.

(Date of charter, April 6, 1860.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	1,000	\$100,000	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	May 1, 1886	<i>P.C.</i> 7	May & Nov.	\$2,500	\$2,500
Second mortgage	July 1, 1888	7	Jan. & July	86,000	86,000
Third mortgage	May 1, 1899	7	May & Nov.	160,000	160,000
Consolidated mortgage	July 1, 1906	<i>7 & 8</i>	Jan. & July	502,000	502,000
Mortgage on real estate	July 2, 1888	6	Jan. & July	1,000	1,000
				\$741,500	\$741,500

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure, rails and right of way	\$2,492 00	\$353,339 11
Real estate, buildings and fixtures	6,059 15	381,890 07
Total cost of road	\$8,551 15	\$685,229 18
EQUIPMENT.		
Hor	\$2,470 00	\$79,950 00
Harness		6,652 00
Cars	2,600 00	96,600 00
Wagons, trucks, snow plows, sleighs	1,042 00	9,196 00
Total cost of equipment	\$6,112 00	\$192,398 00
Grand total cost of road and equipment	\$14,663 15	\$877,627 18

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Lowering Main street tracks to conform with new grade of street	\$2,492 00
Additions to buildings	6,059 15
New rolling stock and horses	6,112 00
Total	\$14,663 15

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$318,719 17
Less operating expenses (excluding all taxes)	249,403 04
Net earnings from operation	\$69,316 13
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	} \$9,665 59
Taxes on earnings and capital stock	
Taxes other than above	
Interest on funded debt due and accrued	49,762 94
Interest on floating debt	4,599 62
	64,028 15
Surplus for year ending September 30, 1886	\$5,287 98

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$5,287 98
Surplus up to September 30, 1885	50,332 82
Premium received on bonds sold	937 50
Total surplus September 30, 1886	\$56,558 30

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$318,719 17
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$11,160 63
Repairs of buildings and fixtures.....	5,616 11
Repairs of cars and other vehicles.....	17,586 01
Repairs of harness and stable equipment.....	5,030 47
Horseshoeing.....	5,808 27
Renewals of horses and mules.....	8,239 60
Provender (including expense of grinding).....	42,805 38
Salaries of general officers and clerks.....	9,739 94
Wages of conductors and drivers.....	73,593 33
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	43,906 30
Light and fuel.....	3,110 27
Water tax.....	628 31
Damages to persons and property.....	1,222 00
Legal expenses.....	2,864 76
Advertising, printing and office expenses.....	2,046 52
Insurance.....	2,763 13
Removal of snow and ice.....	2,613 54
Contingencies.....	6,923 65
Total operating expenses.....	\$249,403 04

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$685,239 13
Cost of equipment.....	192,896 00
<i>Other permanent investments, as follows, viz.:</i>	
Buffalo, East Side Street Railroad stock.....	15,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$17,616 46
Open accounts.....	55,163 51
Supplies on hand.....	10,968 10
Sundries.....	3,523 90
	87,271 97
	\$979,599 13
LIABILITIES.	
Capital stock.....	\$100,000 00
Funded debt.....	741,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$15,451 50
Bills payable.....	49,500 00
Open accounts.....	2,933 73
Sundries.....	13,955 62
	81,840 85
Profit and loss (surplus).....	56,558 30
	\$979,899 15

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows, viz.:</i>	Miles.
Single track, main line, from Ohio street to Delavan avenue.....	3.578
Single track, branches, from Main street to Hertel avenue on Niagara street.....	4.483
Total length of single track on main line and branches.....	8.062
Second track on main line and branches.....	7.439
Sidings on main line and branches.....	.300
Total length of all tracks and sidings owned.....	15.741
Weight of rail per yard.....	50 lbs.
Gauge of track.....	4 ft. 8 1/4 in.
Number of box cars.....	64

BUFFALO.

783

Open cars.....	45
Horses and mules.....	615
Schedule time making trip one way.....	52 minutes.
Cars run.....	Every 8 min.
Rate of fare per passenger.....	5 and 8 cts.
Number of passengers carried in cars during year.....	6,709,475
Average number of employees (including officials) during year.....	880

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General officers and clerks		\$9,789 96

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors.....	12	\$1 80
Drivers	12	1 65
Starters.....	12	1 80
Watchmen	12	1 50
Switchmen.....	12	1 50
Roadmen.....	10	1 50
Hostlers.....	10	1 25

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	3	.....	3
Others.....	1	2	3
Total	4	2	6

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
HENRY M. WATSON.....	President	Buffalo, N. Y.
SAMUEL S. SPAULDING	Secretary	Buffalo, N. Y.
WILLIAM H. WATSON.....	Treasurer	Buffalo, N. Y.
EDWARD EDWARDS	Superintendent.....	Buffalo, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HENRY M. WATSON	Buffalo, N. Y.
PASCAL P. PRATT	Buffalo, N. Y.
ELBRIDGE G. SPAULDING.....	Buffalo, N. Y.
GIBSON T. WILLIAMS.....	Buffalo, N. Y.
SAMUEL S. SPAULDING	Buffalo, N. Y.

Title of company, The Buffalo Street Railroad Company.

General offices at 846 Main street, Buffalo, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address Henry M. Watson, President.

BUSHWICK (Brooklyn).

(Date of charter, March 20, 1867.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.
Authorized by law or charter	5,000	\$500,000
Issued for actual cash	2,305	\$230,500
Issued on account of construction	2,695	269,500
Total now outstanding	5,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
On all property owned by company, roadbed, rolling stock and real estate	January 1, 1902. Redeemable January 1, 1902, on 3 months' notice. ..	p.c.			
		6	Jan. & July	\$400,000	\$400,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$3,596 84	\$502,553 73
Right of way		620 00
Real estate	329 80	111,996 45
Buildings and fixtures	983 63	128,035 75
Interest and discount charged to construction		45,040 00
Total cost of road	\$4,910 27	\$788,505 94

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses.....	\$491 00	\$102, 109 11
Harness.....	39 30	8, 936 12
Cars.....	4, 509 98	186, 643 30
Dummies.....	6, 094 81	27, 634 90
Wagons, trucks, snow plows, sleighs.....		8, 100 00
Office safes.....	400 00	400 00
Total cost of equipment.....	\$11, 525 04	\$338, 823 43
Grand total cost of road and equipment.....	\$16, 435 31	\$1, 122, 329 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Roadbed, superstructure and rails:</i>		
Tracks in new motor house rebuilt.....	\$2, 030 20	
Siding at Ridgewood Park.....	1, 441 64	
One portable bending machine for rails.....	125 00	
		\$3, 596 84
<i>Real estate:</i>		
Purchase of land, Lutheran line.....		329 80
<i>Buildings and fixtures:</i>		
Hospital at Ridgewood.....	\$568 32	
Lamp-rooms at Ridgewood and Tompkins' depots.....	415 81	
		983 63
<i>Horses:</i>		
Increase of equipment, three horses.....		481 00
<i>Harness:</i>		
Horse bells.....		39 30
<i>Cars:</i>		
Equipment for cars, stoves, carpets, mats, brakes.....	\$546 68	
Betterment to cars purchased, due to fire.....	3, 963 25	
		4, 509 98
<i>Motors:</i>		
Betterment to motors purchased, due to fire.....		6, 094 81
<i>Contingencies:</i>		
New office safe.....		400 00
		\$16, 435 31
<i>Real estate:</i>		
Less for sale, property Grand and First streets.....		16, 500 00
Decrease.....		\$64 69

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$398, 167 96
Less operating expenses (excluding all taxes).....	318, 330 56
Net earnings from operation.....	\$74, 837 40
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$1, 270 00
Advertising in cars.....	1, 100 00
Ticket account.....	50 00
	2, 420 00
Gross income from all sources.....	\$77, 257 40 3
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$15, 829 99
Taxes on earnings and capital stock.....	8, 025 02
Interest on funded debt due and accrued.....	24, 000 00
Floating debt and mortgages.....	6, 369 02
Track rents.....	537 65
	49, 761 67
Net income from all sources.....	\$27, 495 73

Payments from net income, as follows, viz.:

Dividend declared, 6½ per cent on capital stock.....	\$32,500 00
Deficit for year ending September 30, 1886.....	\$5,094 27

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$5,004 27
Surplus up to September 30, 1885.....	\$101,880 61
Loss by fire, motor house and contents burned February 27, 1886, above the insurance	18,755 01
	23,759 68
Total surplus September 30, 1886	\$78,120 73

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$393,167 94
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$11,550 28
Repairs of buildings and fixtures	1,690 59
Repairs of cars and other vehicles	14,945 87
Repairs of harness and stable equipment.....	3,364 06
Horseshoeing.....	7,960 91
Renewals of horses.....	21,831 06
Provender (including expenses of grinding).....	53,829 79
Salaries of general officers and clerks	19,434 60
Wages of conductors and drivers and engineers on dummy cars	104,576 14
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	48,371 06
Light and fuel	6,105 07
Water tax	1,062 97
Damages to persons and property.....	4,925 26
Legal expenses.....	1,109 11
Advertising, printing and office expenses	3,408 11
Insurance	4,507 94
Removal of snow and ice	1,416 29
Contingencies.....	6,227 79
Total operating expenses.....	\$318,330 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$788,505 94
Cost of equipment	338,623 43
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$7,752 22
Open accounts	3,645 45
Supplies on hand	5,081 58
	16,479 25
	\$1,138,758 62

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	400,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt, and mortgages and loans due and accrued	8,013 86
Mortgages	10,000 00
Bills payable.....	122,000 00
Open accounts.....	2,110 76
Due for wages and supplies.....	5,159 73
Taxes accrued but not due	13,333 53
Profit and loss (surplus).....	78,120 73
	\$1,138,758 62

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway operated by company, as follows:</i>		Miles.
Single track Bushwick line, foot of Broadway to Ridgewood.....		4.04
Single track Greenpoint line, foot of Broadway to Greenpoint avenue.....		.45
Single track Tompkins Avenue line, foot of Broadway to Kingston avenue and Bergen street.....		8.25
Single track Knickerbocker extension.....		1.16
Single track Cypress Hill extension.....		1.75
Single track Lutheran extension.....		1.50
Total length of single track on main line and branches.....		12.15
Second track on main line and branches.....		11.20
Sidings on main line and branches.....		.21
Total length of all tracks and sidings owned.....		23.56
Weight of rail per yard.....	35,45,50,60 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	92	
Open cars.....	95	
Horses and mules.....	609	
Schedule time making trip one way..	Bushwick line.....	43 min.
	Cypress Hill line.....	10 min.
	Lutheran line.....	8 min.
	Greenpoint line.....	44 min.
	Tompkins Avenue line.....	29 min.
Cars run.....	Bushwick line.....	Ev'y 2 to 10 m.
	Cypress Hill line.....	Ev'y 15 to 80 m.
	Lutheran line.....	Ev'y 15 to 80 m.
	Greenpoint line.....	Ev'y 3 to 10 m.
	Tompkins Avenue line.....	Ev'y 3 to 10 m.
Rate of fare per passenger.....	5 and 3 cts.	
Number of passengers carried in cars during year.....	7,863,590	
Average number of employees (including officials) during year.....	800	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary
President, Vice-President, Secretary and Treasurer, Superintendent, Inspector, Receivers, Foremen, Register Inspectors.....		\$20,000 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	10½	\$2 00 to 2 75
Watchmen.....	12	1 75 to 2 00
Switchmen.....	6	1 00
Roadmen.....	10	1 60 to 2 50
Hostlers.....	10	1 75
Horseshoers.....	8	3 00 to 3 25
Carpenters.....	10	2 50 to 3 00
Painters.....	10	2 25 to 2 75

NUMBER OF ACCIDENTS.

Passengers injured.....	6
Others injured.....	1
Total.....	7

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
WILLIAM H. HUSTED.....	President.....	Brooklyn, N. Y.
S. D. HALLOWELL.....	Secretary and Treasurer.....	Brooklyn, N. Y.
WILLIAM N. MORRISON.....	Superintendent.....	Brooklyn, N. Y.

REPORT OF THE RAILROAD COMMISSIONERS.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM H. HUSTED	Brooklyn, N. Y.
EDWIN BEERS	Brooklyn, N. Y.
FREDERIC CROMWELL	Brooklyn, N. Y.
ARCH. M. BLISS	Brooklyn, N. Y.
CHARLES S. HUSTED	Brooklyn, N. Y.
JOHN CASHOW	Brooklyn, N. Y.
WILLIAM H. MALE	Brooklyn, N. Y.
EDWIN W. IVINS	Brooklyn, N. Y.
S. L. HUSTED, JR.	New York city.

Title of company, Bushwick Railroad Company.

Address of general offices, 22 Broadway, Brooklyn, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Thursday in November.

For information concerning this report, address S. D. Hallowell, Secretary.

CALVARY CEMETERY, GREENPOINT AND BROOKLYN.

(Date of charter, January 8, 1885.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter	1,000	\$100,000
Issued on account of construction and now outstanding ...	910	91,000

FUNDED DEBT.

DESIGNATION OF LIEN	Date.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Mortgage bonds issued	Jan. 1, 1895	6	June & Dec.	\$30,000

COST OF ROAD AND EQUIPMENT.

	Total cost up to Sept. 30, 1886.
Total cost of road and equipment	\$171,000 00

The road was built and equipped by contract. The price paid was \$80,000 in bonds of the company and \$91,000 of the full paid stock of the company. In return, the company received road constructed from Manhattan avenue to Calvary Cemetery, with all necessary sidings and switches; six lots of ground on Greenpoint avenue, with stable and car-house thereon; thirty-one horses, eight cars and harness and all stable necessities, and paving on Greenpoint avenue between tracks and three feet on each side from Newell street to Calvary Cemetery.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$12,195 22
Less operating expenses (excluding all taxes)	12,186 63
Net earnings from operation	\$8 69

CALVARY CEMETERY, GREENPOINT AND BROOKLYN. 789

<i>Income from other sources, as follows, viz.:</i>		
Two horses sold.....	\$96 35	
Cash differences over.....	68 08	
		<u>\$164 38</u>
Gross income from all sources		<u>\$178 07</u>
<i>Deductions from income, as follows, viz.:</i>		
Taxes on earnings and capital stock.....	\$5 57	
Interest on funded debt due and accrued.....	4,800 00	
Rent of leased track.....	264 18	
		<u>5,069 70</u>
Deficit for year ending September 30, 1885.....		<u><u>\$4,896 63</u></u>

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$4,896 63
Deficit up to September 30, 1885.....	2,893 21
Total deficit September 30, 1886 .	<u><u>\$7,789 84</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	<u>\$12,195 32</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$10 00
Repairs of buildings and fixtures.....	13 98
Repairs of cars and other vehicles.....	54 80
Repairs of harness and stable equipment.....	152 81
Horse shoeing	543 75
Provender (including expense of grinding)	2,786 89
Wages of conductors and drivers.....	4,909 32
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	2,794 58
Light and fuel	78 82
Water tax.....	9 70
Legal expenses.....	17 02
Advertising, printing and office expenses.....	105 60
Removal of snow and ice	127 78
Contingencies.....	587 68
Total operating expenses	<u><u>\$12,186 63</u></u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment	\$171,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	862 92
Profit and loss (deficiency).....	7,789 84
	<u><u>\$179,652 76</u></u>

LIABILITIES.

Capital stock	\$91,000 00
Funded debt.....	80,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$6,400 00
Open accounts.....	2,252 76
	<u>8,652 76</u>
	<u><u>\$179,652 76</u></u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track from Calvary Cemetery to Manhattan avenue		1
Second track.....		1
Total length of all tracks and sidings owned.....		<u><u>2</u></u>

Weight of rail per yard.....	40 lbs.
Number of box cars.....	8
Horses and mules.....	24
Schedule time making trip one way.....	20 minutes.
Cars run.....	Every 10 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	249,463

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Superintendent.....		\$500 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$3 00
Drivers.....	12	2 00
Watchmen.....	12	1 75
Hostlers.....	12	1 75

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. H. RAY.....	President.....	Brooklyn, N. Y.
WM. M. ELLSWORTH.....	Secretary.....	Brooklyn, N. Y.
JAS. B. MCKEWAN.....	Treasurer.....	Orange, N. J.
J. E. HUDSON.....	Superintendent.....	Greenpoint, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. H. RAY.....	Brooklyn, N. Y.
PATRICK HAYES.....	Brooklyn, N. Y.
E. D. NORRIS.....	Brooklyn, N. Y.
JAMES B. MCKEWAN.....	Orange, N. J.
JOHN E. THOMPSON.....	Brooklyn, N. Y.
WM. M. ELLSWORTH.....	Brooklyn, N. Y.
CHAS. H. REED.....	New York city.

Title of company, Calvary Cemetery, Greenpoint and Brooklyn Railroad Company.
 General office at Greenpoint avenue, Greenpoint, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, second Tuesday in January.
 For information concerning this report, address James B. McKewan, Treasurer.

CENTRAL CITY (Syracuse).

(Date of charter, April 19, 1859.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount out- standing.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,000	\$50,000	\$21,100

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$27,290 51
Real estate, buildings and fixtures.....	\$2,479 00	9,729 00
Total cost of road	\$2,479 00	\$37,019 51
EQUIPMENT.		
Horses	\$824 50	\$4,467 05
Harness		600 00
Cars.....	1,820 00	8,220 00
Wagons, trucks, snow plows, sleighs.....		200 00
Total cost of equipment	\$2,144 50	\$13,487 05
Grand total cost of road equipment.....	\$4,623 50	\$50,506 56

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Rebuilding, and addition to barn.....	\$2,479 00
Horses, additions and exchanges.....	824 50
One new box car.....	1,820 00
Total.....	\$4,623 50

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$29,086 85
Less operating expenses (excluding all taxes)	17,405 22
Net earnings from operation.....	\$11,681 63
<i>Income from other sources, as follows, vis.:</i>	
Interest	\$40 95
Blacksmithing.....	50 55
Sundries	180 00
Right of way, etc.....	600 00
	823 50
Gross income from all sources	\$12,505 13
<i>Deductions from income, as follows, vis.:</i>	
Taxes on property used in operation of road	1,805 11
Taxes on earnings and capital stock	
Taxes other than above	
Net income from all sources	\$11,200 02
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 11 per cent on capital stock	5,500 00
Surplus for year ending September 30, 1886.. ..	\$5,700 02

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$5,700 02
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$29,086 85
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$3,991 33
Repairs of buildings and fixtures	"
Repairs of cars and other vehicles	341 23
Repairs of harness and stable equipment.....	59 93
Horse shoeing	989 74
Renewals of horses and mules	135 00
Provender (including expense of grinding)	2,540 65
Salaries of general officers and clerks	1,050 01
Wages of conductors and drivers and engineers on dummy cars.....	4,668 10
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	2,709 13
Light and fuel.....	"
Water tax.....	"
Damages to persons and property	346 00
Advertising, printing and office expenses.....	"
Insurance	194 00
Contingencies	397 33
Total operating expenses.....	\$17,405 23

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$37,019 51
Cost of equipment.....	13,487 05
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$4,538 46
Bills receivable.....	575 00
Open accounts.....	60 00
	5,193 46
	\$55,700 03

LIABILITIES.

Capital stock	\$50,000 00
Profit and loss (surplus)	5,700 03
	\$55,700 03

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Erie canal to Onondaga lake		2.25
Sidings on main line and branches .....		.48
Total length of all tracks and sidings owned.....		2.73
Weight of rail per yard.....	40 lbs.	
Gauge of track.....	4 ft., 8½ in.	
Number of box cars.....	7	
Open cars.....	5	
Horses.....	43	
Schedule time making trip one way.....	18 minutes.	
Cars run.....	Every 10 min.	
Rate of fare per passenger.....	5, 4 & 3 cts.	
Number of passengers carried in cars during year.....	616,313	
Average number of employees (including officials) during year.....	20	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
Treasurer.....	\$250 00
Superintendent	300 00
Depository.....	200 00

* Charged to contingencies.

CENTRAL CITY.

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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors	14	\$1 50
Drivers	14	1 41
Roadmen	14	1 41
Hostlers	14	1 41

NUMBER OF ACCIDENTS.

Passengers, injured	1
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
DANIEL PRATT	President	Syracuse, N. Y.
JAMES BARNES	Secretary and Treasurer	Syracuse, N. Y.
GEORGE CRAMPTON	Superintendent	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
DANIEL PRATT	Syracuse, N. Y.
JONATHAN C. CHASE	Syracuse, N. Y.
FRED. S. WICKS	Syracuse, N. Y.
HENRY T. WEBB	Skaneateles, N. Y.
JAMES BARNES	Syracuse, N. Y.

Title of company, Central City Railway Company.

Address of general offices, Syracuse, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in January.

For information concerning this report, address James Barnes, Treasurer, P. O. box 95, Syracuse, N. Y.

CENTRAL CROSSTOWN (New York City).

(Date of charter, March 28, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	6,000	\$600,000	.....
Issued for actual cash	270	\$27,000	\$27,000
Issued on account of construction	5,730	573,000	573,000
Total now outstanding	6,000	\$600,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	Nov., 1923	P.C. 6	May & Nov.	\$250,000	*\$53,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails		\$379,616 33
Right of way		900,000 00
Buildings and fixtures.....		181,629 81
Total cost of road		\$761,246 13
EQUIPMENT.		
Horses and harness		\$38,650 50
Cars, trucks, snow plow, sweeper, etc.....		40,103 37
Total cost of equipment		\$78,753 87
Grand total cost of road and equipment		\$840,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$202,945 63
Less operating expenses (excluding all taxes)	132,127 64
Net earnings from operation	\$70,817 99
<i>Income from other sources, as follows, viz.:</i>	
Bed and room	\$299 66
Badge account.....	77 75
Advertising receipts.....	196 50
	573 91
Gross income from all sources	\$70,891 89
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$2,019 69
Taxes on earnings and capital stock.....	15,056 83
Interest on funded debt due and accrued	14,970 00
Rent of other railroads.....	900 00
	82,946 52
Net income from operation	\$57,945 37
<i>Payments from net income, as follows:</i>	
Dividends declared, 7 per cent on capital stock	42,000 00
Deficit for year ending September 30, 1886.	\$4,254 63

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$4,254 63
Surplus up to September 30, 1885.....	8,227 25
Total deficit September 30, 1886.....	\$1,027 38

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$202,945 63

* Of the above bonds \$200,000 were exchanged for previously outstanding bonds of the company for the same amount bearing interest at seven per cent, and \$53,000 was received in cash for the remaining fifty bonds.

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$3,711 20
Repairs of buildings and fixtures.....	2,278 51
Repairs of cars and other vehicles.....	11,703 18
Repairs of harness and stable equipment.....	1,961 87
Horse-shoeing.....	8,760 09
Renewals of horses and mules.....	9,072 50
Provender (including expense of giuding).....	24,958 89
Salaries of general officers and clerks.....	6,887 96
Wages of conductors and drivers.....	34,458 54
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	22,558 52
Light and fuel.....	1,280 77
Water tax.....	140 80
Damages to persons and property.....	1,424 65
Legal expenses.....	8,285 88
Advertising, printing and office expenses.....	1,481 83
Insurance.....	1,500 00
Removal of snow and ice.....	879 78
Contingencies.....	1,806 67
Total operating expenses.....	\$132,127 64

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$761,246 18
Cost of equipment.....	78,753 87
Other permanent investments.....	1,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	5,226 62
Supplies on hand.....	2,746 00
Profit and loss (deficiency).....	1,027 83
	\$850,000 00

LIABILITIES.

Capital stock.....	\$600,000 00
Funded debt.....	250,000 00
	\$850,000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Twenty-third street and East river to Hoboken Ferry.....	2.08519
Second track on main line and branches, Hoboken Ferry to Twenty-third street, East river.....	1.96818
Sidings on main line and branches.....	.19100
Total length of all tracks and sidings owned.....	4.19437
Weight of rail per yard.....	52 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	45
Horses and mules.....	219
Schedule time making trip one way.....	25 minutes.
Cars run.....	1½ to 4 min.
Rate of fare per passenger.....	5 cts.
Number of passengers carried in cars during year.....	4,044,913
Average number of employees (including officials) during year.....	122

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

President.....	} Annual salary.
Secretary.....	
Treasurer.....	
Receiver.....	
Change clerk.....	
	\$5,468 00

REPORT OF THE RAILROAD COMMISSIONERS.

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers	11	\$2 00
Starters	9½	2 06
Watchmen	12	2 07
Roadmen	10	
Hostlers	10	1 75
Repair shop	10	2 67

NUMBER OF ACCIDENTS.

Passengers injured	2
Others injured	2
Total	4

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE S. HART	President	New York city.
MILTON J. MASSON	Secretary and Treasurer	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence</i>
GEORGE S. HART	New York city.
ADDISON CANNACK	New York city.
JOHN L. MACAULAY	New York city.
HOMER A. NELSON	New York city.
ROWLAND N. HAZARD	New York city.
MILTON J. MASSON	New York city.
E. BURTON HART	New York city.
EMERY M. VAN TASSEL	New York city.
WILLIAM R. TRAVERS	New York city.
CHAS. B. WEBSTER	New York city.
(One vacancy.)	

Title of company, Central Crosstown Railroad Company.

General offices at 265 Avenue A, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in October.

For information concerning this report, address Central Crosstown Railroad Company.

CENTRAL PARK, NORTH AND EAST RIVER.

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CENTRAL PARK, NORTH AND EAST RIVER (New York City).

(Date of charter, July 19, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	18,000	\$1,800,000	
Issued for actual cash	9,664.69	\$966,469	\$966,469
Issued on account of construction previous to 1875.....	6,490.00	649,000	
Issued for stock dividends previous to 1879..	1,845.31	184,531	
Total now outstanding	18,000	1,800,000	

FUNDED DEBT.

DESIGNATION OF DEBT.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
On all property, etc.....	Dec., 1908	p.c. 7	June & Dec.	\$1,200,000	\$1,106,950

COST OF ROAD AND EQUIPMENT.

ROAD.		Additions and betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails			\$1,826,112 20
Real estate, buildings and fixtures.....			492,623 41
Total cost of road.....			\$2,318,736 61
EQUIPMENT.			
Horses.....		\$915 00	\$283,080 00
Harness			8,500 00
Cars.....		2,204 12	211,073 62
Total cost of equipment		\$3,119 12	\$447,653 62
Grand total cost of road and equipment		\$3,119 12	\$2,766,390 23

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Horses, increase.....	\$915 00
Stoves in cars.....	2,204 13
Total	<u>\$3,119 13</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$755,565 68
Less operating expenses (excluding all taxes).....	525,379 67
Net earnings from operation.....	<u>\$230,186 01</u>
<i>Income from other sources, as follows, viz.:</i>	
Interest	\$23,182 35
Rent.....	4,770 50
Advertising bureau.....	1,860 00
Dividend, Long Island Fertilizing Company	600 00
	<u>30,363 85</u>
Gross income from all sources.....	<u>\$260,549 86</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$7,465 16
Taxes on earnings and capital stock.....	6,318 15
Taxes other than above.....	708 23
Interest on funded debt due and accrued	84,000 60
	<u>98,491 54</u>
Net income from all sources.....	<u>\$162,057 32</u>
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared 7 per cent on capital stock.....	126,000 00
Surplus for year ending September 30, 1886.....	<u>\$36,057 32</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$36,057 32
Surplus up to September 30, 1885.....	218,032 09
Total surplus, September 30, 1886.....	<u>\$254,089 41</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	<u>\$755,565 68</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$12,761 59
Repairs of buildings and fixtures.....	2,800 68
Repairs of cars and other vehicles.....	21,473 60
Repairs of harness and stable equipment.....	3,875 00
Horse shoeing.....	17,062 91
Renewals of horses and mules	84,014 00
Provender (including expense of grinding)	112,004 22
Salaries of general officers and clerks.....	28,321 01
Wages of conductors and drivers.....	168,083 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	91,429 29
Light and fuel.....	3,310 61
Water tax.....	1,040 50
Damages to persons and property.....	6,706 64
Legal expenses.....	8,827 43
Advertising, printing, and office expenses.....	1,001 18
Insurance.....	4,178 63
Removal of snow and ice	2,251 96
Contingencies.....	3,622 68
Total operating expenses	<u>\$525,379 67</u>

CENTRAL PARK, NORTH AND EAST RIVER.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$2,818,736 61
Cost of equipment.....	447,653 62
<i>Other permanent investments, as follows, viz.:</i>	
Long Island Fertilizing Company stock.....	6,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$180,863 57
Open accounts.....	90 19
Sinking fund.....	301,000 00
	<hr/> 481,953 76
	<hr/> \$3,254,343 99

LIABILITIES.

Capital stock.....	\$1,600,000 00
Funded debt.....	1,200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends unpaid.....	\$33 00
Bills payable.....	221 58
	<hr/> 254 58
Profit and loss (surplus).....	254,089 41
	<hr/> \$3,254,343 99

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Fifty-fourth street and Tenth avenue, east and west to South Ferry	9.58
Second track on main line and branches.....	9.58
	<hr/> 19.16
Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	136
Open cars.....	25
Horses and mules.....	1,198
Schedule time making trip one way.....	2 h. 16 min.
Cars run.....	Every 4 min.
Rate of fare per passenger.....	5 cts.
Number of passengers carried in cars during year.....	15,155,902
Average number of employees (including officials) during year.....	433

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

President, Vice-President, Secretary, Treasurer, Assistant Treasurer, Superintendent, Assistant Superintendent, two Receivers, Paymaster, Chief of Detectives Bureau, General Clerk	Annual salary. \$29,175 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	11	\$2 00 to 2 25
Starters.....	10½	2 25 to 2 50
Watchmen.....	12	2 50
Switchmen.....	12	1 60
Roadmen. { Foremen	10	2 75
{ Others.....	10	2 00 and 1 60
Hostlers.....	11	1 75
Carpenters, painters, etc.....	10	2 50 and 2 75

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	9	1	10
Others.....	1	.....	1
Total.....	10	1	11

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
G. HILTON SCRIBNER.....	President.....	Yonkers, N. Y.
C. DENSMORE WYMAN.....	Vice-President.....	Yonkers, N. Y.
HOWARD SCRIBNER.....	Secretary.....	Yonkers, N. Y.
J. L. VALENTINE.....	Treasurer.....	New York city.
W. N. A. HARRIS.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. HILTON SCRIBNER.....	Yonkers, N. Y.
DAVID DOWS.....	New York city.
HENRY W. SMITH.....	Orange, N. J.
JOHN T. TERRY.....	Irvington, N. Y.
HEBER R. BISHOP.....	New York city.
CHARLES DANA.....	New York city.
C. D. WYMAN.....	Yonkers, N. Y.
GEORGE S. HART.....	New York city.
THOMAS HILLHOUSE.....	New York city.
HENRY K. SHELDON.....	Brooklyn, N. Y.
THOMAS C. ACTON.....	New York city.
A. B. CORNELL.....	New York city.
A. J. VANDERPOEL.....	New York city.

Title of company, Central Park, North and East River Railroad Company.

General offices at 799 Tenth avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in October.

For information concerning this report, address 799 Tenth avenue, New York city.

CHRISTOPHER AND TENTH STREET (New York City).

(Date of charter, April 25, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, on account of construction and equipment, and now outstanding.....	6,500	\$650,000	\$650,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
On entire property including franchise	Dec. 1, 1886	p.c.	April and Dec.	\$100,000	\$120,000
On depot and real estate ...	Dec. 1, 1886	7	April and Dec.	80,000	
	Nov., 1886	8	May and Nov.	40,000	40,000

COST OF ROAD AND EQUIPMENT.

Total cost up to Sept. 30, 1886.

Grand total cost of road and equipment \$719,970 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation \$230,471 80
 Less operating expenses (excluding all taxes) 154,950 78

Net earnings from operation \$75,520 54
Income from other sources, as follows, vis.:
 Rents of real estate 1,896 00

Gross income from all sources \$77,416 54
Deductions from income, as follows, vis.:
 Taxes on property used in operation of road \$12,140 47
 Taxes on earnings and capital stock 5,179 43
 Interest on funded debt due and accrued 10,800 00
 Rents of leased lines 5,200 00

Net income from all sources \$44,096 64
Payments from net income, as follows, vis.:
 Dividends declared, 6 per cent on capital stock 39,000 00

Surplus for year ending September 30, 1886 \$5,096 64

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown \$5,096 64
 Surplus up to September 30, 1885 5,560 30

Total surplus September 30, 1886 \$10,656 94

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers \$230,471 80

OPERATING EXPENSES.

Repairs of roadbed and track \$5,635 27
 Repairs of buildings and fixtures 61 87
 Repairs of cars and other vehicles 10,080 18
 Repairs of harness and stable equipment 4,024 62
 Horseshoeing 8,900 45
 Renewals of horses and mules 14,112 50
 Provender (including expense of grinding) 26,101 55
 Salaries of general officers and clerks 10,853 08
 Wages of conductors and drivers }
 Wages of watchmen, starters, switchmen, roadmen, hostlers, etc. } 67,544 44
 Light and fuel 1,679 13
 Water tax 240 90
 Damages to persons and property 3,100 04
 Legal expenses 2,504 99
 Advertising, printing and office expenses 1,435 59
 Insurance 1,456 21
 Removal of snow and ice 1,235 10
 Contingencies 984 86

Total operating expenses \$154,950 78

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$719,970 00
<i>Other permanent investments, as follows, vis.:</i>	
Real estate.....	66,700 00
<i>Current assets, as follows, vis.:</i>	
Cash on hand.....	48,939 17
Supplies on hand.....	5,661 72
	<u>\$841,260 89</u>
LIABILITIES.	
Capital stock.....	\$650,000 00
Funded debt.....	170,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued.....	5,233 34
Sundries.....	5,370 61
Profit and loss (surplus).....	10,656 94
	<u>\$841,260 89</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Christopher Street Ferry to Tenth Street Ferry,		2.25
Second track on main line and branches.....		2.25
Total length of all tracks and sidings owned.....		<u>4.50</u>
<i>Length of railways leased and operated by company, as follows :</i>		
Single track from Christopher street to Fourteenth street and Fourth avenue		1.50
Second track and sidings.....		1.50
Total length of all tracks and sidings leased.....		<u>3</u>
Grand total length of all tracks and sidings owned and leased.....		<u>7.50</u>
Weight of rail per yard.....	45 lbs.	
Gauge of track.....	4 ft. 8 1/4 in.	
Number of box cars.....	47	
Horses and mules.....	299	
Schedule time making trip one way.....	27 minutes.	
Cars run.....	Aver. 2 1/2 min.	
Rate of fare per passenger.....	5 cents.	
Average number of employees (including officials) during year.....	150	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
President, Treasurer and Secretary, Superintendent, Assistant Secretary and six clerks.....	<u>\$10,440 00</u>

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	11	\$2 40
Starters.....	10	2 25
Watchmen.....	11	1 75
Switchmen.....	11	1 25
Roadmen or inspectors.....	12	2 00
Hostlers.....	11	1 75
Mechanics.....	10	Average 2 50

NUMBER OF ACCIDENTS.

Passengers injured	1
Others injured	4
Total.....	5

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JACOB SHARP.....	President.....	New York city.
WALTER T. HATCH.....	Secretary and Treasurer.....	Brooklyn, N. Y.
GEO. W. LINCH.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JACOB SHARP.....	New York city.
JAMES A. RICHMOND.....	New York city.
GEO. N. CURTIS.....	New York city.
JOHN DOWNEY.....	New York city.
ISAAC V. BROKAW.....	New York city.
LOUIS DE BEBIAN.....	New York city.
ARTHUR LEARY.....	New York city.
WALTER T. HATCH.....	Brooklyn, N. Y.
CHARLES PHELPS.....	Brooklyn, N. Y.
GEORGE H. PRENTISS.....	Brooklyn, N. Y.
ELIAS LEWIS, JR.....	Brooklyn, N. Y.
MARTIN JOOST.....	Brooklyn, N. Y.
W. H. HAZZARD.....	Brooklyn, N. Y.

Title of company, The Christopher and Tenth-Street Railroad Company.

General offices at 168 to 174 Christopher street.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address The Christopher and Tenth-Street Railroad Company.

CITY (Binghamton).

(Date of charter, December 23, 1881.)

CAPITAL STOCK AND DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	600	\$80,000	.....
Issued for actual cash and now outstanding.	108	5,400	\$5,400

DEBT.

	Rate of interest.	Amount outstanding.	Cash realized on amount outstanding.
Note.....	Per cent. 6	\$1,400	\$1,400

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

	Road.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$4,441 51
Real estate.....		400 50
Buildings and fixtures.....		501 98
Total cost of road.....		\$5,344 29
	EQUIPMENT.	
Horses and harness.....		\$750 00
Cars.....		1,100 00
Total cost of equipment.....		\$1,850 00
Grand total cost of road and equipment.....		\$7,194 29

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$3,028 63
Less operating expenses (excluding all taxes).....	9,587 26
Gross income from all sources.....	\$441 30
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$72 88
Taxes on earnings and capital stock.....	
Taxes other than above.....	
Interest on floating debt due and accrued.....	107 84
	180 22
Surplus for year ending September 30, 1886.....	\$261 08

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$261 08
Surplus up to September 30, 1885.....	291 59
Total surplus September 30, 1886.....	\$552 67

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$3,028 67
<hr/>	
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$48 86
Repairs of cars and other vehicles.....	89 63
Repairs of harness and stable equipment.....	19 70
Horse shoeing.....	98 00
Provender (including expense of grinding).....	548 65
Salaries of general officers and clerks.....	622 56
Wages of conductors and drivers.....	487 43
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	421 50
Light and fuel.....	31 00
Advertising, printing and office expenses.....	30 00
Insurance.....	24 00
Removal of snow and ice.....	27 91
Contingencies.....	144 45
<hr/>	
Total operating expenses.....	\$2,587 26

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

	Assets.	
Cost of road	\$5,344 29	
Cost of equipment	1,850 00	
<i>Current assets, as follows, viz.:</i>		
Cash on hand	138 88	
Supplies on hand	20 00	
	<hr/>	
	\$7,353 07	

CITY (BINGHAMTON).

805

LIABILITIES.	
Capital stock	\$5,400 00
Floating debt	1,400 00
<i>Current liabilities, as follows, viz.:</i>	
Profit and loss (surplus)	552 67
	<hr/>
	\$7,352 67
	<hr/>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line from Cemetery to Washington street	1 mile
Weight of rail per yard	25 lbs.
Gauge of track	4 feet.
Number of box cars	1
Open cars	1
Horses	5
Schedule time making trip one way	15 minutes.
Cars run	Every 15 min.
Rate of fare per passenger	5 cents.
Tickets	81-8 and 4 cts.
Number of passengers carried in cars during year	66,108
Average number of employees (including officials) during year	5

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
President and manager		\$500 00
Clerk		122 86
		<hr/>
		\$622 56

EMPLOYEES.		
	Average No. of hours on duty per day.	Wages per day.
Conductors	18	\$1 54
Hostlers	18	1 85

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
R. H. MEAGLEY	President	Binghamton, N. Y.
WM. WHITNEY	Superintendent	Binghamton, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
A. C. MATTHEWS	Binghamton, N. Y.
R. H. MEAGLEY	Binghamton, N. Y.
D. S. RICHARDS	Binghamton, N. Y.
J. P. NOYES	Binghamton, N. Y.
E. A. MATTHEWS	Binghamton, N. Y.
C. A. WHITNEY	Binghamton, N. Y.
GEO. A. KENT	Binghamton, N. Y.
CHAS. DAVIS	Binghamton, N. Y.

Title of company, City Railway Company.

General offices at Binghamton, N. Y.

For information concerning this report, address R. H. Meagley, 216 Front street, Binghamton, N. Y.

CITY (Poughkeepsie).

(Date of charter, May 6, 1869.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	4,000	\$100,000 00
Issued for actual cash and now outstanding, nearly.....	8,100	76,908 94

FUNDED DEBT.

DESIGNATION OF LIEN.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
	Rate.	When payable.		
Mortgage.....	p.c. 6	May & Nov.	\$6,000	\$6.00

COST OF ROAD AND EQUIPMENT.

ROAD.

Total cost up to
Sept. 30, 1886.

*Total cost of road..... \$92,808 94

EQUIPMENT.

Snow plow, sweeper, wagon and sleighs..... 736 59

Grand total cost of road and equipment..... \$93,545 53

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation..... \$17,892 15

Less operating expenses (excluding all taxes)..... 18,829 09

Net earnings from operation..... \$4,063 06

Income from other sources, as follows, viz.:

Rent..... 261 00

Gross income from all sources..... \$4,324 06

Deductions from income, as follows, viz.:

Taxes on property used in operation of road..... \$410 01

Taxes on earnings and capital stock..... 87 51

Taxes other than above..... 17 81

Interest on funded due and accrued..... 724 00

1,239 33

Surplus for year ending September 30, 1886..... \$3,084 73

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown..... \$3,084 73

Surplus up to September 30, 1885..... 11,943 43

Total surplus September 30, 1886..... \$15,028 16

* This includes all the equipment except articles given in report at \$736.59 — R. R. Comm'rs.

CITY (POUGHKEEPSIE).

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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$17,350 05
From baggage receipts.....	322 30
From advertising and messenger receipts.....	209 80
Total gross earnings.....	<u>\$17,892 15</u>

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$581 19
Repairs of buildings.....	214 35
Repairs of cars and other vehicles.....	525 34
Repairs of harness and stable equipment.....	113 16
Horseshoeing.....	977 43
Renewals of horses and mules.....	445 00
Provender (including expense of grinding).....	8,242 68
Salaries of general officers and clerks.....	1,259 60
Wages of conductors and drivers.....	8,294 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	8,292 00
Light and fuel.....	227 24
Water tax.....	28 29
Advertising, printing and office expenses.....	110 05
Insurance.....	180 62
Removal of snow and ice.....	59 65
Veterinary and stable expense.....	74 72
Contingencies.....	103 27
Total operating expenses.....	<u>\$18,829 09</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment.....	\$98,545 53
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	3,353 52
Bills receivable.....	75 00
Supplies on hand.....	801 65
Sundries, office change.....	166 40
	<u>\$97,942 10</u>

LIABILITIES.

Capital stock.....	\$76,908 94
Funded debt.....	6,000 16
Profit and loss (surplus).....	15,033 00
	<u>\$97,942 10</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line from Hudson river to Vassar College.....	8
Single track, branch from main track to Poughkeepsie, Hartford and Boston Railroad Company.....	.25
Single track, sidings.....	.75
Total length of tracks and sidings owned.....	<u>4</u>
Weight of rail per yard.....	28 to 35 lbs.
Gauge of track.....	4 feet 8½ in.
Number of box cars.....	9
Horses and mules.....	89
Schedule time making trip one way.....	36 minutes.
Cars run { from stable to river.....	Every 12 min.
{ from stable to college.....	Every 24 min.
Rate of fare per passenger { through.....	10 cents.
{ way.....	6¼ & 10 cts.
Number of passengers carried in cars during year.....	232,588
Average number of employees (including officials) during year.....	16

REPORT OF THE RAILROAD COMMISSIONERS.

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Annual salary.

President and Superintendent	\$300 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Drivers	12	\$1 50
Watchmen	12	1 43
Switchmen	10	1 09
Hostlers	13	1 21

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
G. B. ADRIANCE.....	President.....	Poughkeepsie, N. Y.
A. B. SMITH	Secretary	Poughkeepsie, N. Y.
HUDSON TAYLOR.....	Treasurer	Poughkeepsie, N. Y.
C. M. DAVIS	Superintendent	Poughkeepsie, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
G. B. ADRIANCE	Poughkeepsie, N. Y.
HUDSON TAYLOR.....	Poughkeepsie, N. Y.
A. B. SMITH	Poughkeepsie, N. Y.
J. P. H. TALMAN	Poughkeepsie, N. Y.
H. A. NELSON	Poughkeepsie, N. Y.
R. KENWORTHY	Poughkeepsie, N. Y.
J. I. PLATT	Poughkeepsie, N. Y.
WM. W. REYNOLDS.....	Poughkeepsie, N. Y.
E. WHITE.....	Poughkeepsie, N. Y.

Title of company, City Railroad of Poughkeepsie.

General offices at Poughkeepsie, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, July.

For information concerning this report, address C. M. Davis, Superintendent.

CONEY ISLAND AND BROOKLYN.

(Date of charter, December 10, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	5,000	\$500,000	
Issued for actual cash	146	\$14,600	\$14,600
Issued on account of construction	4,848	484,800	484,600
Issued for personal damages incident thereto	8	800	800
Total now outstanding	5,000	\$500,000	\$500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Jan. 1, 1904	p.c. 5	Jan. & July	\$225,000	\$225,465
Third mortgage bonds	Jan. 1, 1887	7	Jan. & July	75,000	82,500

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept 30, 1886.
Roadbed, superstructure and rails	\$2,580 54	\$78,633 80
Right of way		15,648 75
Real estate	958 60	35,160 84
Buildings and fixtures	92 00	95,181 79
Interest and discount charged to construction		48,620 60
Road built by contract		450,000 00
Total cost of road	\$3,629 14	\$728,445 28
EQUIPMENT.		
Horses	\$2,560 00	\$46,150 00
Harness		2,885 94
Cars		71,781 44
Total cost of equipment	\$2,560 00	\$120,817 38
Grand total cost of road and equipment	\$6,189 14	\$844,262 66

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Substitution of steel center bearing rail for iron on portion of the road....	\$2,406 29
Expenses incident to projected motor changes.....	39 50
Completion of approach to Brooklyn bridge.....	134 73
Charges to real estate.....	956 60
Permanent additions to buildings.....	12 04
Additional horses.....	2,560 00
Total.....	\$6,159 14

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$218,652 33
Less operating expenses (excluding all taxes).....	174,041 33
Gross income from all sources.....	\$44,611 00
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$6,925 27
Taxes on earnings and capital stock.....	1,497 45
Interest on funded debt due and accrued.....	16,860 00
Rents, track.....	204 49
	25,487 21
Net income from all sources.....	\$19,123 79
<i>Payments from net income, as follows, viz.:</i>	
Damage claims in excess of current year.....	654 91
Surplus for year ending September 30, 1886.....	\$18,468 88

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$18,468 88
Surplus up to September 30, 1885.....	22,235 36
Total surplus September 30, 1886.....	\$40,704 24

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$217,549 11
Rent of buildings.....	400 00
Miscellaneous sales.....	733 72
Total gross earnings.....	\$218,682 83

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$3,400 33
Repairs of buildings and fixtures.....	1,319 27
Repairs of cars and other vehicles.....	7,175 36
Repairs of harness and stable equipment.....	3,073 50
Horseshoeing.....	4,385 50
Renewals of horses and mules.....	16,184 50
Provender (including expense of grinding).....	32,890 25
Salaries of general officers and clerks.....	7,574 57
Wages of conductors and drivers.....	60,731 25
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	29,924 73
Light and fuel.....	1,125 90
Water tax.....	257 65
Damages to persons and property.....	352 00
Advertising, printing and office expenses.....	606 31
Insurance.....	1,980 11
Removal of snow and ice.....	345 45
<i>Contingencies:</i>	
Interest on loans, appertaining to operation.....	\$977 21
License on cars.....	760 00
Oil and waste.....	117 35
	1,854 56
Total operating expenses.....	\$174,041 33

CONEY ISLAND AND BROOKLYN.

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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$728,445 28
Cost of equipment	120,817 88
<i>Current assets, as follows, viz.:</i>	
Cash on hand	850 86
Open accounts	7,427 70
Supplies on hand	14,728 25
	\$866,769 47
LIABILITIES.	
Capital stock	\$500,000 00
Funded debt	300,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	4,215 00
Bills payable	15,821 98
Bond and mortgage	6,000 00
Profit and loss (surplus)	40,732 54
	\$866,769 47

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Fulton Ferry to Coney Island	10.50
Single track, branches, on Church and Huntington streets .....	.26
Total length of single track on main line and branches	10.76
Second track on main line and branches	4.53
Sidings on main line and branches	1.66
Total length of all tracks and sidings owned	16.95
Weight of rail per yard	45 and 50 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	48
Open cars	53
Horses and mules	344
<i>Schedule time making trip one way:</i>	
Main line	42 minutes.
Country	60 minutes.
<i>Cars run:</i>	
Main line	7 trips.
Branch	10 trips.
<i>Rate of fare per passenger:</i>	
City	5 cts.
Country	10 cts.
Number of passengers carried in cars during year	4,483,699
Average number of employees (including officials) during year	185

SALARIES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General Officers, President, Secretary and Superintendent		\$5,500 00
Two receivers		1,678 57

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors	10 and 12	\$1 50 and \$2 00
Drivers	10 and 12	1 50 and 2 00
Starters	12	2 00 and 2 50
Watchmen and switchmen	12	2 00
Roadmen	12	1 60 and 2 00
Hostlers	12	1 75
Tow boys, changers and lampmen	6 and 12	1 00 and 2 00
Mechanics on repairs of cars and buildings	12	1 50 to 2 50

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

Passengers injured.....	3
Employees injured.....	1
Others injured.....	2
Total.....	5

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES JOURDAN.....	President.....	Brooklyn, N. Y.
ED. F. DRAYTON.....	Secretary.....	Brooklyn, N. Y.
JOHN WILLIAMS.....	Treasurer.....	Brooklyn, N. Y.
WM. FARRELL.....	Superintendent.....	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
D. S. ARNOTT.....	Brooklyn, N. Y.
DAVID B. BAYLIS.....	Brooklyn, N. Y.
L. BURLING.....	Brooklyn, N. Y.
GEO. W. CHAUNCEY.....	Brooklyn, N. Y.
MICHAEL CHAUNCEY.....	Brooklyn, N. Y.
E. J. DENISON.....	Brooklyn, N. Y.
JOHN S. ELLIS.....	Brooklyn, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
WM. JOHNSTON.....	Brooklyn, N. Y.
JAMES JOURDAN.....	Brooklyn, N. Y.
WM. MARSHALL.....	Brooklyn, N. Y.
EDMUND TITUS.....	Brooklyn, N. Y.
JOHN WILLIAMS.....	Brooklyn, N. Y.

Title of company, Coney Island and Brooklyn Railroad Company.

General offices at corner of Smith and Huntington streets, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Monday in October.

For information concerning this report, address James Jourdan, President, or Ed. F. Drayton, Secretary.

CONEY ISLAND, SHEEPSHEAD BAY AND OCEAN AVENUE.

(Date of charter, April 13, 1880.)

For history of organization, see Report of 1885.

The Coney Island, Sheepshead Bay and Ocean Avenue Railroad has not been in operation this year, as negotiations for altering the route have not been accomplished.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	100,000	\$100,000
Issued for actual cash and on account of construction.....	10,300	10,300

COST OF ROAD AND EQUIPMENT.

Road.	Total cost up to Sept. 30, 1884.
Roadbed, superstructure and rails.....	\$14,077 00

CONEY ISLAND, SHEEPSHEAD BAY AND OCEAN AVENUE. 813

EQUIPMENT.

Harness	\$200 00
Cars	2,000 00
Total cost of equipment	\$2,200 00
Grand total cost of road and equipment	\$16,277 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Total length of all tracks and sidings owned	1.89 miles.
Weight of rail per yard	35 lbs.
Gauge of track	4 ft. 8½ in.
Number of open cars	4
Schedule time making trip one way when in operation	7½ minutes.
Cars run late	Every 5 min.
Rate of fare per passenger	5 cents.

OWNER OF THE ROAD.

ANDREW MCCLENNEN.

Title of late company, Coney Island, Sheepshead Bay and Ocean Avenue Railroad Company.

General offices at 16 Red Hook Lane, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address Andrew McClennen.

CORTLAND AND HOMER.

(Date of charter, February 25, 1882.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	800	\$40,000	.....
Issued for actual cash	796	39,800	\$39,800

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$401 83	\$24,121 98
Right of way		625 00
Real estate		2,800 00
Buildings and fixtures	2,205 64	5,497 00
Interest and discount charged to construction	125 00	678 92
Total cost of road	\$2,732 87	\$33,717 90

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses	\$909 00	\$1,459 00
Harness	128 28	152 63
Cars	1,139 75	2,606 75
Wagons, trucks, snow plows and sleighs	1,044 52	1,340 61
Total cost of equipment	\$3,221 55	\$6,560 99
Grand total cost of road and equipment	\$5,953 92	\$40,276 89

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Graveling and finishing roadbed, etc.		\$401 53
Finishing up barn and car-house	\$2,785 54	
Sold off one barn, etc.	580 00	
		2,205 54
Paid for horses last year		909 00
Paid for harness last year		128 28
Paid for cars last year		1,139 75
Bought two busses		745 00
Bought snow and mud scraper		160 00
Bought car scraper and incidentals		139 52
Interest paid in 1886		125 00
Total		\$5,953 92

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$3,668 36
Less operating expenses (excluding all taxes)		7,443 26
Net earnings from operation		\$1,225 10
Income from other sources, as follows, viz.:		
For advertising signs		177 50
Sundries		74 45
Gross income from all sources		\$1,477 05
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road	\$117 84	
Taxes on earnings and capital stock	114 11	
		231 95
Surplus for year ending September 30, 1886		\$1,945 13

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$1,945 13
Surplus up to September 30, 1885	1,942 09
Total surplus September 30, 1886	\$2,487 22

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers	\$3,202 76
Earnings from packages, etc.	265 60
Total gross earnings	\$3,668 36

OPERATING EXPENSES.

Repairs of roadbed and track	\$461 66
Repairs of buildings and fixtures	170 74
Repairs of cars and other vehicles	188 01
Repairs of harness and stable equipment	6 85
Horse shoeing	148 86
Provender (including expense of grinding)	1,821 48
Salaries of general officers and clerks	592 86
Wages of conductors and drivers	2,061 72
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	858 68
Light and fuel	83 80
Damages to persons and property	406 00
Legal expenses	611 20
Advertising, printing and office expenses	32 40
Insurance	70 60
Removal of snow and ice	58 48
Contingencies	870 42
Total operating expenses	\$7,443 26

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$33,717 90
Cost of equipment	6,560 99
<i>Current assets, as follows, viz.:</i>	
Cash on hand	1,536 18
Bills receivable	400 00
Supplies on hand	1,344 62
	\$43,559 69

LIABILITIES.

Capital stock and funded debt	\$40,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	199 85
Sundries	872 62
Profit and loss (surplus)	2,487 22
	\$43,559 69

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line from Cortland to Homer		3.86
Turnouts .....		.18
Total length of all tracks and sidings owned		3.99
Weight of rail per yard	25 & 30 lbs.	
Gauge of track	4 feet 8½ in.	
Number of box cars	2	
Open cars	3	
Horses	15	
Schedule time making trip one way	35 minutes.	
Cars run	Every hour.	
Rate of fare per passenger	5 & 10 cents.	
Commutation tickets	20 per cent off.	
Number of passengers carried in cars during year	101,071	
Average number of employees (including officials), during year	8 to 10	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.

President	\$350 00
Secretary and Treasurer	200 00
Superintendent	676 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	14	\$1 43
Drivers.....	14	1 24
Hostlers.....	15	1 24

NUMBER OF ACCIDENTS.

Passenger injured	1
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CHARLES H. GARRISON.....	President.....	Troy, N. Y.
S. E. WELCH.....	Secretary and Treasurer.....	Cortland, N. Y.
B. B. TERRY.....	Superintendent.....	Cortland, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
C. H. GARRISON.....	Troy, N. Y.
E. A. FISH.....	Cortland, N. Y.
S. E. WELCH.....	Cortland, N. Y.
C. P. WALKRAD.....	Cortland, N. Y.
R. A. DUELL.....	Cortland, N. Y.
R. T. PECK.....	Cortland, N. Y.
L. D. GARRISON.....	Cortland, N. Y.
EBIN MUDGE.....	Cortland, N. Y.
J. D. SCHEMERHORN.....	Cortland, N. Y.
M. H. MCGRAW.....	Cortland, N. Y.
C. W. COLLINS.....	Cortland, N. Y.
WILLIAM N. BROCKWAY.....	Homer, N. Y.
FRANKLIN PIERCE.....	Homer, N. Y.

Title of company, Cortland and Homer Horse Railroad Company.

General offices at Cortland, Cortland County, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in July.

For information concerning this report, address S. E. Welch, Secretary.

DRY DOCK, EAST BROADWAY AND BATTERY (New York City).

(Date of charter, December 8, 1863.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	12,000	\$1,200,000 00	.....
Issued for actual cash.....	.....	\$11,925 24	\$11,925 24
Issued on account of construction .....	.....	1,188,074 76	.....
Total now outstanding.....	12,000	\$1,200,000 00	\$11,925 24

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage.....	1898	P.C.	June & Dec.	\$840,000	\$709,800
Certificates of indebtedness.....	1914	7 6	Feb. & Aug.	1,200,000	.....

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year September 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure and rails.....	\$2,815 07	\$355,579 28
Right of way.....	.....	1,562,410 79
Real estate.....	.....	828,528 60
Buildings and fixtures.....	.....	4,782 00
Total cost of road.....	\$2,815 07	\$2,751,295 67
EQUIPMENT.		
Horses.....	\$495 00	\$158,040 00
Harness.....	.....	5,000 00
Cars.....	.....	160,350 00
Wagons, trucks, snow plows.....	.....	12,802 00
Tools in shop.....	628 28	5,600 00
Total cost of equipment.....	\$1,118 28	\$341,792 00
Grand total cost of road and equipment.....	\$3,433 35	\$3,093,087 67

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Construction of new tracks.....	\$2,815 07
Additional horses.....	495 00
(Report of 1885 was 1,096 horses, actual number at date of September 30, 1885. The valuation was \$157,545, representing amount on our books July 1, 1885, for 1,092 horses. The increase of valuation was not made until end of year. This explanation is made to account for same number of horses as reported last year, with an item of expenditure for an apparent increase in number this year.)	
New machinery.....	628 28
Total.....	\$3,433 35

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$857,780 07
Less operating expenses (excluding all taxes).....	650,549 45
Net earnings from operation.....	\$207,180 62
<i>Incomes from other sources, as follows, viz.:</i>	
Interest.....	\$8,232 89
Rent from tracks.....	1,985 00
	10,217 89
Gross income from all sources.....	\$217,398 01

<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$21,505 91	
Taxes on earnings and capital stock.....	14,116 07	
Interest on funded debt due and accrued.....	58,800 00	
Interest on certificates of indebtedness.....	72,000 00	
Rents paid.....	6,928 00	
		\$173,349 96
Net income from all sources.....		\$44,048 08
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 8 per cent on capital stock.....		96,000 00
Deficit for year ending September 30, 1886.....		\$51,951 97
GENERAL INCOME ACCOUNT.		
Deficit for year ending September 30, 1886, as shown.....		\$51,951 97
Surplus up to September 30, 1885.....		72,421 57
		\$20,469 90
Less decrease in supplies.....		2,180 00
Total surplus September 30, 1886.....		\$18,289 90

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.**EARNINGS.**

From passengers.....	\$357,730 07
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$20,033 94
Repairs of buildings and fixtures.....	11,015 97
Repairs of cars.....	53,145 77
Repairs of harness and stable equipment.....	3,932 35
Repairs of engine, boiler and machinery.....	2,725 08
Horseshoeing.....	11,600 82
Renewals of horses.....	30,427 50
Provender (including expense of grinding).....	111,731 13
Salaries of general officers and clerks.....	31,074 00
Wages of conductors and drivers and engineers on dummy cars.....	164,107 11
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	78,286 07
Light and fuel.....	4,213 86
Water tax.....	1,017 15
Damages to persons and property.....	12,890 65
Legal expenses.....	12,609 04
Advertising and printing and office expenses.....	3,351 65
Insurance.....	7,233 00
<i>Contingencies:</i>	
Horse medicine.....	\$523 41
Oil and waste.....	630 75
Railroad Commissioners' expenses.....	505 33
Car licenses.....	77,150 86
Sundry expenses.....	11,296 18
	90,106 43
Total operating expenses.....	\$650,549 43

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.**ASSETS.**

Cost of road.....	\$2,751,315 67
Cost of equipment.....	841,772 00
<i>Other permanent investments, as follows, viz.:</i>	
United States bonds and premium.....	175,950 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$52,092 23
Supplies on hand.....	58,760 00
	110,852 23
	\$3,379,889 90

LIABILITIES.	
Capital stock.....	\$1,200,000 00
Certificates of indebtedness.....	1,200,000 00
Funded debt.....	840,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	19,600 00
Interest on certificates of indebtedness due and accrued.....	12,000 00
Loans.....	90,000 00
Profit and loss (surplus).....	18,289 90
	<u>\$3,379,889 90</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line and branches.....		10.758
Second track on main line and branches.....		5.122
Sidings on main line and branches.....		2.748
Total length of all tracks and sidings owned.....		<u>18.648</u>
Weight of rail per yard.....	60 lbs.	
Gauge of track.....	4 feet 8½ in.	
Number of box cars.....	166	
Open cars.....	19	
Horses.....	1,096	
Schedule time making trip one way.....	28 to 39½ min.	
Cars run.....	1½ to 8 min.	
Rate of fare per passenger.....	5 cents.	
Number of passengers carried in cars during year.....	17,154,601	
Average number of employees (including officials) during year.....	584	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General officers.....		\$17,500 00
Clerks.....		<u>7,700 00</u>

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	About 11	\$2 00
Drivers.....	About 11	2 00
Starters.....	8 to 11	\$2 00 to 2 50
Watchmen.....	12	1 75 to 2 25
Roadmen.....	10	1 60 to 2 00
Hostlers.....	10	1 75
Carpenters.....	10	2 50 to 2 75
Receivers.....	8 to 10	2 50

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	10	.....	10
Others.....	6	2	8
Total.....	<u>16</u>	<u>2</u>	<u>18</u>

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM WHITE.....	President	White Plains, N. Y.
RICHARD KELLY.....	Secretary and Treasurer..	New York city.
F. F. WHITE	Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM WHITE.....	White Plains, N. Y.
RICHARD KELLY.....	New York city.
WM. RICHARDSON.....	Brooklyn, N. Y.
CHAS. CURTISS.....	New York city.
HENRY A. MORGAN	Aurora, N. Y.
N. LANSING ZABRISKIE.....	Aurora, N. Y.
JNO. M. SCRIBNER.....	New York city.
P. J. THORNE.....	Brooklyn, N. Y.
C. A. HOTCHKISS.....	Bridgeport, Conn.
JNO. E. HOFFMIRE.....	New York city.
JNO. LOUBY.....	New York city.
JNO. BYRNS.....	New York city.
JAMESON D. KITCHING.....	New York city.

Title of company, Dry Dock, East Broadway and Battery Railroad Company.

Address of general offices, No. 805 Grand street, New York city.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Wednesday in January.

For information concerning this report, address Richard Kelly, Treasurer.

DUNKIRK AND FREDONIA.

(Date of charter, April 21, 1864.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	750	\$75,000	.....
Issued for actual cash and now outstanding	526.5	52,650	\$52,650

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$235 00	\$39,351 45
Right of way .....	.....	1,445 00
Interest and discount charged to construction .....	.....	5,646 55
Total cost of road.....	\$235 00	\$46,443 00
EQUIPMENT.		
Cars.....	25 00	.....
Total cost of equipment	\$25 00	\$4,486 70
Grand total cost of road and equipment.....	\$260 00	\$52,910 00

DUNKIRK AND FREDONIA.

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DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Labor and material in placing track on grade in Dunkirk and Fredonia.....	\$285 00
Cushions for one box car (never before cushioned)	25 00
Total	\$260 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$9,472 85
Less operating expenses (excluding all taxes).....	4,953 17
Net earnings from operation.....	\$4,519 18
<i>Income from other sources, as follows, viz.:</i>	
Interest.....	81 71
Gross income from all sources.....	\$4,550 89
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road..	\$598 05
Taxes on earnings and capital stock.....	151 87
	744 92
Net income from all sources.....	\$3,805 97
<i>Payments from net income, as follows, viz.:</i>	
Dividend declared, 7 per cent on capital stock	3,685 50
Surplus for year ending September 30, 1886.....	\$120 47

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$120 47
Deficit up to September 30, 1885.....	112 61
Total surplus September 30, 1886	\$7 86

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passengers.....	\$8,286 67
From mail.....	\$598 88
Express	569 80
	1,168 18
From wagon rent.	17 60
Total gross earnings	\$9,472 85

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$955 87
Repairs of cars and other vehicles	448 61
Repairs of harness and stable equipment.....	59 10
Horseshoeing	123 50
Penewals of horses and mules.....	55 00
Provender (including expenses of grinding)	924 16
Salaries of general officers and clerks	200 00
Wages of conductors and drivers.....	1,664 01
Light and fuel.....	85 80
Water tax	19 04
Damages to persons.....	5 00
Rent of bell punches and rights	87 20
Advertising, printing and office expenses.....	48 50
Insurance	40 83
Removal of snow and ice	69 40
Rent of stables.....	76 00
Rent of cars.....	50 00
Horse rent.....	74 25
Oil and waste.....	5 00
Contingencies.....	62 80
Total operating expenses	\$4,953 17

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$46,443 30
Cost of equipment		6,466 70
<i>Current assets, as follows, viz.:</i>		
Cash on hand	\$969 08	
Open account	218 68	
Supplies on hand	215 00	
		<u>1,402 71</u>
		<u>\$54,313 71</u>
LIABILITIES.		
Capital stock		\$52,650 00
Open accounts		113 53
Profit and loss (surplus)		1,549 19
		<u>\$54,313 71</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Dunkirk to Fredonia		3.54
Sidings on main line and branches		06
Total length of all tracks and sidings owned		<u>3.54</u>
Weight of rail per yard		25 lbs.
Gauge of track		4 feet 10 in.
Number of box cars		3
Open cars		3
Horses		9
Schedule time making trip one way		About 25 min.
Cars run	8 to 10	trips per day.
Rate of fare per passenger	5, 6, 10 & 15 cts.	
Number of passengers carried in cars during year		About 52,000
Average number of employees (including officials), during year		<u>4</u>

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS.		Annual salary.
Treasurer and Secretary		<u>\$200 00</u>
EMPLOYEES.		
	Average No. of hours on duty per day.	Wages per day.
Conductors	10	\$1 75
Drivers	10	1 25
Roadmen hired by the day as needed	10	\$1 50 to 1 75

NUMBER OF ACCIDENTS.

Passengers injured	<u>1</u>
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
W. MCKINSTRY	President	Fredonia, N. Y.
M. M. HENNER	Secretary and Treasurer	Fredonia, N. Y.
Z. E. WHELOCK	Superintendent	Fredonia, N. Y.

* Not including road laborers and repairers who are hired as needed.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
W. McKINSTRY.....	Fredonia, N. Y.
GEO. BARKER.....	Fredonia, N. Y.
M. M. FENNER.....	Fredonia, N. Y.
F. FENNER.....	Rochester, N. Y.
FRANK MAY.....	Dunkirk, N. Y.

Title of company, Dunkirk and Fredonia Railroad Company.
 General offices at Fredonia, N. Y.
 Date of close of fiscal year, March 21.
 Date of stockholders' annual meeting, third Saturday in October.
 For information concerning this report, address M. M. Fenner, Secretary.

EAST GENESEE STREET AND SEWARD AVENUE (Auburn).

(Date of charter, April 15, 1871.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	2,500	\$25,000 00
Issued on account of construction.....		9,158 40

COST OF ROAD AND EQUIPMENT.

Road.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$3,206 62
Buildings and fixtures.....	265 98
Purchase of constructed road.....	2,574 06
Total cost of road.....	\$6,217 61
Equipment.	
Horses.....	\$1,688 27
Cars.....	1,802 52
Total cost of equipment.....	\$2,440 79
Grand total cost of road and equipment.....	\$9,158 40

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$4,241 33
Less operating expenses (excluding all taxes).....	3,881 88
Net earnings from operation.....	\$359 45
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$32 81
Taxes on earnings and capital stock.....	28 06
Interest on funded debt due and accrued and interest on capital stock and floating debt.....	680 50
	741 37
Deficit for year ending September 30, 1886.....	\$381 92

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$381 92
Deficit up to September 30, 1885.....	3,474 57
Total deficit September 30, 1886.....	<u>\$3,856 49</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$4,941 23
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$173 19
Repairs of cars and other vehicles.....	173 15
Repairs of harness and stable equipment.....	75 00
Horseshoeing.....	149 06
Renewals of horses and mules.....	170 00
Provender (including expense of grinding).....	1,304 25
Wages of conductors and drivers.....	1,468 45
Light and fuel.....	75 00
Advertising, printing and office expenses.....	50 00
Insurance.....	32 50
Contingencies.....	216 19
Total operating expenses.....	<u>\$3,681 25</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$6,217 61
Cost of equipment.....	2,940 79
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	277 40
Supplies on hand.....	140 11
Profit and loss (deficiency).....	3,856 48
	<u>\$13,432 40</u>
LIABILITIES.	
Capital stock.....	\$9,158 40
<i>Current liabilities, as follows, viz.:</i>	
Open accounts.....	4,274 00
	<u>\$13,432 40</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company: Single track, main line, from Exchange street through Genesee, Perry and Franklin streets to junction on Genesee street.....	2.25 miles.
Weight of rail per yard.....	30 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	1
Open cars.....	3
Horses and mules.....	12
Schedule time making trip one way.....	40 minutes.
Cars run.....	Every 30 m.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	64,328
Average number of employees (including officials) during year.....	4

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICER.	
Superintendent.....	\$300 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	14	\$1 16
One hostler.....	14	1 16

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
D. M. OSBORNE.....	President.....	Auburn, N. Y.
C. B. KOSTERS.....	Secretary and Treasurer.....	Auburn, N. Y.
A. JOHNSON.....	Superintendent.....	Auburn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
D. M. OSBORNE.....	Auburn, N. Y.
C. WHEELER, JR.....	Auburn, N. Y.
DAVID WRIGHT.....	Auburn, N. Y.
G. W. ALLEN.....	Auburn, N. Y.
J. H. OSBORNE.....	Auburn, N. Y.
O. H. BURDICK.....	Auburn, N. Y.
HENRY KOSTERS.....	Auburn, N. Y.
W. A. KIRBY.....	Auburn, N. Y.
C. B. KOSTERS.....	Auburn, N. Y.
F. W. TERPENING.....	Auburn, N. Y.
D. F. HARMAN.....	Auburn, N. Y.
N. H. ROUNDS.....	Auburn, N. Y.

Title of company, East Genesee Street and Seward Avenue Railway Company.

General offices at Auburn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, November 30.

For information concerning this report, address C. B. Kusters, Secretary and Treasurer.

EIGHTH AVENUE (New York City).

(Date of charter, January 10, 1855.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	10,000	\$1,000,000	
Issued for actual cash.....	2,375	\$237,500	\$237,500
Issued for road, equipment and real estate..	7,625	762,500	.....
Total now outstanding	10,000	\$1,000,000	

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate	When payable.	
Certificates of indebtedness	Feb. 1, 1911	P.C. 6	Feb. & Aug.	\$1,000,000 00

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails .....	.....	\$637,251 87
Real estate.....	.....	*923,288 45
Total cost of road.....	.....	\$1,560,540 44
EQUIPMENT.		
Horses .....	.....	\$120,390 00
Cars	\$7,500 00	123,013 63
Total cost of equipment.....	\$7,500 00	\$243,403 62
Grand total cost of road and equipment.....	\$7,500 00	\$1,803,944 06

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Ten new cars	\$7,500 00
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$692,643 06
Operating expenses (excluding all taxes).....	590,774 25
Net earnings from operation	\$101,868 81
<i>Income from other sources, as follows, viz.:</i>	
Rents and interest	11,475 54
Gross income from all sources.....	\$113,344 35
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$20,803 74
Taxes on earnings and capital stock.....	17,811 88
Interest on funded debt due and accrued	60,000 00
	98,615 62
Net income from all sources	\$14,728 73
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 9 per cent on capital stock.....	90,000 00
Deficit for year ending September, 30, 1886	\$75,271 27

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$75,271 27
Deficit up to September 30, 1885.....	52,704 21
	\$127,975 48
October 1, 1885, charged profit and loss and credited accrued interest account	10,000 00
Total deficit September 30, 1886.....	\$137,975 48

* February 28, 1886, real estate sold, \$62,845.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$692,663 06

OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$7,894 02
Repairs of buildings and fixtures.....	6,416 88
Repairs of cars and other vehicles.....	24,880 91
Repairs of harness and stable equipment.....	5,771 87
Horseshoeing.....	17,046 23
Renewals of horses and mules.....	33,164 50
Provender (including expense of grinding).....	106,552 72
Salaries of general officers and clerks.....	28,149 90
Wages of conductors and drivers and engineers on dummy cars.....	179,822 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	85,814 51
Light and fuel.....	8,045 13
Water tax.....	1,004 10
Damages to persons and property.....	7,072 25
Legal expenses.....	5,180 72
Advertising, printing and office expenses.....	1,096 46
Insurance.....	5,918 50
Removal of snow and ice.....	416 41
Contingencies.....	2,632 28

Total operating expenses..... \$520,774 85

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$1,580,540 46
Cost of equipment.....	243,408 82
<i>Other permanent investments, as follows, viz.:</i>	
Stock of other companies.....	6,120 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$32,257 74
Loans.....	85,000 00
Supplies on hand.....	14,722 90
	181,980 64
Profit and loss (deficiency).....	67,955 28
	\$2,010,000 00

LIABILITIES.	
Capital stock.....	\$1,000,000 00
Funded debt.....	1,000,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	10,000 00
	\$2,010,000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	
Single track, main line, from Vesey street to Harlem river.....	10
Second track on main line.....	10
Total length of all tracks owned.....	20
Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	185
Horses and mules.....	1,181
Schedule time making trip one way.....	1h., 30m.
Cars run.....	Every 2 m.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	13,853,261
Average number of employees (including officials) during year.....	500

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.	
General officers.....	\$14,500 00
Clerks.....	8,649 90

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	10	\$2 00
Starters.....	9	2 25
Watchmen.....	10	2 00
Switchmen.....	9	1 75
Roadmen.....	10	1 50
Hostlers.....	10	1 75
Horseshoers.....	10	3 00
Carpenters.....	10	2 00
Painters.....	10	2 40
Oilers and harnessmakers.....	10	2 00
Lamp men and car cleaners.....	10	1 75

NUMBER OF ACCIDENTS.

Passengers injured.....	8
Others than passengers and employees injured.....	25
Total.....	10

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM H. HAYS.....	President.....	New York city.
JAMES AFFLECK.....	Secretary and Treasurer.....	Yonkers, N. Y.
HEMAN B. WILSON.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM H. HAYS.....	New York city.
GEORGE LAW.....	New York city.
JACOB HAYS.....	New York city.
JOSEPH H. GOODWIN.....	New York city.
JOSEPH J. O'DONOHUE.....	New York city.
EDWARD ST. J. HAYS.....	New York city.
JAMES T. CLOSSON.....	New York city.
HEMAN B. WILSON.....	New York city.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
G. GRANVILLE WRIGHT.....	Cambridge, N. Y.
JAMES AFFLECK.....	Yonkers, N. Y.
WILLIAM RAVESTEYN.....	Brooklyn, N. Y.
JAMES G. AFFLECK.....	Yonkers, N. Y.

Title of company, Eighth Avenue Railroad Company.

General offices at corner of Fiftieth street and Eighth avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday of January.

For information concerning this report, address J. Affleck, 259 Fifth avenue, New York city.

ELMIRA AND HORSEHEADS.

(Date of charter, December 30, 1870.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	500	\$50,000	.....
Issued for actual cash and now outstanding.	440	44,000	\$44,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds and mortgages.....	Jan. 1, 1900	P. C. 6	Jan. & July	\$25,000	\$25 000

COST OF ROAD AND EQUIPMENT.

ROAD.		Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure and rails			\$68,104 84
Buildings and fixtures.....			2,386 82
Total cost of road.....			\$70,441 16
EQUIPMENT.			
Horses			\$3,965 00
Harness.....			709 75
Cars.....		\$558 72	8,009 50
Blacksmiths' tools, track tools, wagons, trucks, snow plows, sleighs, etc.....		185 55	709 40
Office furniture, safe, etc.....			841 63
Total cost of equipment.....		\$744 27	\$13,785 28
Grand total cost of road and equipment.....		\$744 27	\$84,176 44

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Cars—Making a new car in place of 101, worn out, and other material improvements and betterments in rolling stock.....	\$558 72
Tools—New snow scraper and other tools.....	185 55
Total	<u>\$744 27</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$18,869 09
Less operating expenses (excluding all taxes).....	18,511 14
Net earnings from operation	<u>\$357 95</u>
<i>Income from other sources, as follows, viz.:</i>	
Rent of house on stable grounds.....	\$55 00
From blacksmithing (profit).....	617 29
From hay scales (weighing).....	6 00
From sprinkling streets for Elmira Water Works Co.....	118 09
	<u>796 38</u>
Gross income from all sources.....	<u>\$1,154 33</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes.....	\$597 25
Interest on funded debt due and accrued	1,500 00
	<u>2,097 25</u>
Deficit for year ending September 30, 1886.....	<u><u>\$942 92</u></u>

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886.....	\$942 92
Surplus up to September 30, 1885.....	\$7,800 60
<i>Profit and loss is credited:</i>	
By rolling stock in 1885-'6.....	\$558 72
By tools, account, in 1885-'6.....	35 55
	<u>\$594 27</u>
<i>And is charged:</i>	
To horses and mules.....	\$365 00
To equipment.....	38 05
	<u>403 05</u>
	191 22
	<u>7,491 82</u>
Total surplus September 30, 1886.....	<u><u>\$6,548 90</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passenger	\$18,746 78
From tickets sold	41 25
	<u>\$18,788 03</u>
From freight.....	13 06
From sundries.....	68 00
Total gross earnings.....	<u><u>\$18,869 09</u></u>

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$1,768 33
Repairs of buildings and fixtures	150 07
Repairs of cars and other vehicles	997 97
Repairs of harness and stable equipment.....	160 57
Horseshoeing	981 45
Renewals of horses and mules	175 00
Provender (including expense of grinding).....	4,455 06
Salaries of general officers and clerks.....	1,711 00
Wages of conductors and drivers and engineers on dummy cars.....	3,901 54
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,943 31
Light and fuel.....	230 93
Water tax.....	111 71
Damages to persons and property.....	39 75

ELMIRA AND HORSEHEADS.

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Advertising, printing and office expenses.....	\$84 84
Insurance	200 57
Contingencies	512 28
Rent of ground for stables, etc.	438 00
Interests, discounts, etc., aside from interest on funded debt.....	649 76
Total operating expenses.....	\$18,511 14

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$70,441 16
Cost of equipment.....	18,785 28
<i>Current assets, as follows, viz.:</i>	
Cash on hand	384 81
	\$84,511 25
LIABILITIES.	
Capital stock	\$44,000 00
Funded debt.....	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable	\$3,984 16
Open accounts due from company	5,028 19
	8,982 35
Profit and loss (surplus).....	6,548 90
	\$84,511 25

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows.</i>	Miles.
Single track, main line from N. Y., L. E. & W. R. R. depot, Elmira, to end of track at Horseheads.....	6.66
Single track, branch from N. Y., L. E. & W. R. R. depot, Elmira, to end of track on Clinton street.....	1.35
Single track, branch from Clinton street, Elmira, to end of track on College avenue.....	.66
Single track, branch from Lake street, Elmira, to end of track at fair grounds .....	.97
Total length of single track on main line and branches.....	9.64
Sidings on main line and branches .....	.89
Total length of all tracks and sidings owned.....	10.08
Weight of rail per yard.....	25, 30, 40 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	14
Open cars	4
Horses and mules	38
Schedule time making trip one way.....	1 hour 20 min.
Cars run	Every 15 min.
Rate of fare per passenger	5 and 10 cts.
Number of passengers carried in cars during year	332,575
Average number of employees (including officials) during year	About 19

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

	OFFICERS.	Annual salary.
Secretary		\$520 00
Superintendent.....		1,200 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Drivers (fare box cars).....	12	\$1 14
Watchmen.....	12	1 14
Roadmen.....	10	1 25
Hostlers.....	12	1 24
Superintendent of track.....	10	1 53
Blacksmith.....	10	1 50
Sprinklers.....	10	1 48

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE M. DIVEN.....	President and Treasurer.....	Elmira, N. Y.
WM. S. KERSHNER.....	Secretary.....	Elmira, N. Y.
HENRY C. SILSBEE.....	Superintendent.....	Elmira, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALEXANDER S. DIVEN.....	Elmira, N. Y.
JOHN T. RATHBUN.....	Elmira, N. Y.
JOHN M. DIVEN.....	Elmira, N. Y.
GEORGE M. DIVEN.....	Elmira, N. Y.
WILLIAM S. KERSHNER.....	Elmira, N. Y.
HENRY C. SILSBEE.....	Elmira, N. Y.
GEORGE W. HOFFMAN.....	Elmira, N. Y.

Title of company, The Elmira and Horseheads Railway Company.

General offices at 212 East Water street, Elmira, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday after the first Monday in November.

For information concerning this report, address Geo. M. Diven, President.

FIFTH WARD (Syracuse).

(Date of charter, October 3, 1867.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	1,000	\$50,000	
Issued for actual cash and now outstanding.	997	49,850	\$29.55

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	On demand	p.c. 6	Jan. & July	\$9,000	\$9,000
*Second mortgage bonds	July 1, 1886	7	Jan. & July	12,510	12,510

COST OF ROAD AND EQUIPMENT.

Road.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$35,523 85
Real estate		10,926 22
Total cost of road		\$46,449 57
EQUIPMENT.		
Horses		\$4,504 38
Cars.....		8,750 38
Total cost of equipment.....		\$13,254 76
Grand total cost of road and equipment		\$59,704 33

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$27,255 07
Less operating expenses (excluding all taxes).....		22,186 26
Net earnings from operation		\$5,069 65
<i>Income from other sources, as follows, viz.:</i>		
Rent of houses.....	\$202 00	
Advertising.....	34 50	
Rent of office	65 00	
		801 50
Gross income from all sources		\$5,891 15
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$302 73	
Taxes on earnings and capital stock.....	135 08	
Interest on funded debt due and accrued	1,415 72	
		1,853 48
Surplus for year ending September 30, 1886.....		\$8,537 67
GENERAL INCOME ACCOUNT.		
Surplus for year ending September 30, 1886, as shown.....		\$8,537 67
Surplus up to September 30, 1885		4,365 52
Total surplus September 30, 1886.....		\$7,903 19

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$27,255 67
OPERATING EXPENSES.	
Repairs of roadbed and track	\$2,888 87
Repairs of buildings and fixtures.....	800 00
Repairs of cars and other vehicles.....	1,001 13
Repairs of harness and stable equipment	400 00
Horseshoeing.....	972 45
Renewals of horses and mules.....	1,554 85
Provender (including expense of grinding)	3,716 68
Salaries of general officers and clerks	1,800 00

* Interest on second mortgage to be 6 per cent after July 1, 1886.

Wages of conductors and drivers	\$4,560 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,549 00
Light and fuel.....	400 00
Advertising, printing and office expenses.....	350 00
Insurance	212 50
Contingencies	1,160 21
Total operating expenses	\$22,166 42

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$46,449 57
Cost of equipment	13,254 76
<i>Current assets, as follows, viz.</i>	
Cash on hand.....	3,177 73
	\$62,882 12
LIABILITIES.	
Capital stock	\$29,575 00
Funded debt.....	21,510 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	853 33
Bills payable.....	2,000 00
Sundries	1,540 00
Profit and loss (surplus).....	7,903 19
	\$62,882 12

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Washington street <i>via</i> Geddes street to corner Gifford and Niagara streets	2.64
Sidings on main line and branches.....	.3
Total length of all tracks and sidings owned.....	3.04
Weight of rail per yard.....	25 to 52 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	10
Horses and mules.....	43
Schedule time making trip one way, belt line.....	40 minutes
Cars run.....	5 and 10 min.
Rate of fare per passenger.....	3, 4 and 5 cts.
Number of passengers carried in cars during year.....	580,000
Average number of employees (including officials) during year	19

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Superintendent.....		\$30,000
Clerk.....		2000
Bookkeeper.....		1000

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Drivers.....	14	\$1.50
Watchmen.....	13	1.50
Roadmen	10	2.00
Hostlers	14	1.50
Extra.....	10	1.50

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
P. B. BRAYTON.....	President.....	Syracuse, N. Y.
O. C. POTTER.....	Secretary and Treasurer.....	Syracuse, N. Y.
HUGH PURNELL.....	Superintendent.....	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
P. B. BRAYTON.....	Syracuse, N. Y.
O. C. POTTER.....	Syracuse, N. Y.
J. D. GRAY.....	Syracuse, N. Y.
JNO. STOLP.....	Syracuse, N. Y.
M. C. MERRIMAN.....	Syracuse, N. Y.
FRANK HISCOCK.....	Syracuse, N. Y.
W. C. BRAYTON.....	Syracuse, N. Y.

Title of company, Fifth Ward Railroad Company.

General offices at Syracuse, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in October.

For information concerning this report, address E. W. March, 34 and 36 South Clinton street, Syracuse, N. Y.

FORTY-SECOND STREET AND GRAND STREET FERRY (New York City).

(Date of charter, February 16, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	7,500	\$750,000	.....
Issued for actual cash	2,140	\$214,000	\$214,000
Issued for franchise	5,340	534,000	.....
Total now outstanding.....	7,480	\$748,000	.....

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage coupon bonds	April, 1898	p.c. 7	April & Oct.	\$236,000	\$212,400

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails		\$686,848 65
Real estate		85,330 66
Buildings and fixtures		129,357 02
Total cost of road		\$901,535 73
	EQUIPMENT.	
Harness		\$78,350 00
Cars		58,000 00
Wagons, trucks, snow plows, sleighs		4,415 00
Total cost of equipment		\$140,765 00
Grand total cost of road and equipment		\$1,042,300 73

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$372,332 20
Less operating expenses (excluding all taxes)		233,875 07
Net earnings from operation		\$138,457 13
<i>Income from other sources, as follows, viz.:</i>		
Track rental	\$700 00	
Interest	229 77	
Old material, iron, etc., from old depot	20,558 81	
		21,488 58
Gross income from all sources		\$159,945 71
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$23,519 23	
Taxes on earnings and capital stock	3,759 19	
Taxes other than above	2,409 00	
Interest paid	16,520 00	
Interest on funded debt due and accrued	8,260 00	
		54,458 42
Net income from all sources		\$105,487 29
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 14½ per cent on capital stock		108,480 00
Deficit for year ending September 30, 1886		\$2,972 71

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$2,972 71
Surplus up to September 30, 1885	61,320 24
Total surplus September 30, 1886	\$58,347 53

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

	EARNINGS.	
From passengers		\$372,332 20
	OPERATING EXPENSES.	
Repairs of roadbed and track		\$3,910 19
Repairs of buildings and fixtures		762 23
Repairs of cars and other vehicles		10,218 51
Repairs of harness and stable equipment		7,594 29
Horseshoeing		8,579 64
Renewals of horses		12,758 00
Provender (including expense of grinding)		41,575 18
Salaries of general officers and clerks		18,103 54
Wages of conductors and drivers		75,118 44
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc		45,864 30
Oil and gas		618 33
Water tax		170 12
Damages to persons and property		3,795 00
Legal expenses		3,211 52

FORTY-SECOND STREET AND GRAND STREET FERRY. . 837

Advertising, printing and office expenses.....	\$2,872 07
Insurance.....	2,645 41
Removal of snow and ice.....	553 03
Contingencies.....	24 50
Total operating expenses.....	<u>\$283,875 07</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$901,535 73
Cost of equipment.....	140,765 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	10,306 80
Open accounts.....	24,400 00
Supplies on hand.....	800 00
	<u>\$1,077,807 53</u>

LIABILITIES.	
Capital stock.....	\$748,000 00
Funded debt.....	286,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	8,260 00
Bills payable, including unpaid track tax.....	25,000 00
Open accounts.....	2,200 00
Profit and loss (surplus).....	58,347 58
	<u>\$1,077,807 53</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line from Forty-second street, North river, to Grand Street ferry.....	5.125
Second track on main line and branches.....	5.125
Total length of all tracks and sidings owned.....	<u>10.250</u>
Weight of rails per yard.....	60 and 64 lbs.
Gauge of track.....	4 ft. 8 in.
Number of box cars.....	51
Open cars.....	5
Horses and mules.....	484
Schedule time making trip one way.....	52 minutes.
Cars run.....	Every 8½ min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	7,446,644
Average number of employees (including officials) during year.....	<u>120</u>

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
General officers and receivers.....	<u>\$18,103 54</u>

EMPLOYEES.		
	Average No. of hours on duty per day.	Wages per day
Conductors, including 35 minutes dinner time.....	12	\$2 00
Drivers, including 35 minutes dinner time.....	12	2 00
Starters.....	10	\$2 50, 2 25
Watchmen.....	11	1 75
Switchmen.....	10	\$2 25, 2, 1 75
Roadmen.....	10	1 75
Hostlers.....	10	1 75
Car cleaners.....	10	1 75

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	4	.....	4
Employees.....	.....	1	1
Total.....	4	1	5

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHAS. CURTISS.....	President.....	New York city.
EBEN S. ALLEN.....	Secretary and Treasurer	Larchmont, N. Y.
JOHN M. CALHOUN.....	Superintendent.....	New York city. ,

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
CHAS. CURTISS.....	New York city.
JOHN GREEN.....	New York city.
GEO. G. MITCHELL.....	Jersey City, N. J.
M. FEUCHTWANGLE.....	New York city.
CHAS. B. HOGG.....	New York city.
JOS. ROSENTHAL.....	New York city.
HENRY A. HURLBUT.....	New York city.
GEO. A. HEINRICH.....	New York city.
F. H. SMITH.....	Brooklyn, N. Y..
A. H. FEUCHTWANGLE.....	New York city.
ROBT. PETTIGREW.....	Lyndonville, Vt.
R. J. JACOBS.....	New York city.
E. S. ALLEN.....	Larchmont, N. Y.

Title of company, Forty-Second Street and Grand Street Ferry Railroad Company.
 General offices at 658 West Forty-Second street, New York city.
 Date of close of fiscal year, Monday before second Tuesday in March.
 Date of stockholders' annual meeting, second Tuesday in March.
 For information concerning this report, address E. S. Allen, Secretary.

FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE (New York City).

(Date of charter, August 29, 1878.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and right of way and now outstanding.....	25,000	\$2,500,000

FORTY-SEC'D ST., MANHATTANV'E AND ST. NICHOLAS AVE. 839

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Mar. 1, 1910	<i>p.c.</i>	Sept. & Mar.	\$1,200,000	..
Second mortgage bonds	Jan. 1, 1915	6	As earned ...	1,515,000	\$133,400

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$29,100 08	\$29,100 08
Right of way	41,200 00	2,201,200 00
Real estate	103,000 00	103,000 00
Buildings and fixtures	85,962 18	85,962 18
Interest and discount charged to construction	96,600 00	96,600 00
* Road built by contract, including equipment. \$2,727,282 23		
Less estimated value of equipment received from construction company.....	205,520 84	
	.....	2,521,761 89
Total cost of road.....	\$305,862 21	\$4,987,628 60
EQUIPMENT.		
Horses.....	\$12,445 00	\$109,245 00
Harness	1,903 66	5,124 50
Cars.....	990 00	105,990 00
Wagons, trucks, snow plows, sleighs.....	2,080 00	2,530 00
Total cost of equipment	\$17,868 66	\$222,889 50
Grand total cost of road and equipment	\$323,230 87	\$5,210,518 10

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Road built on Tenth avenue.....	\$10,786 34
Road built on Eighth street.....	5,178 08
Road built on Forty-second street.....	5,467 55
Switches, curves, rails, etc	7,668 11
Right of way and legal expenses connected therewith	41,200 00
Discount on bonds	96,600 00
Ninety-five horses	12,445 00
<i>Real estate and buildings:</i>	
One Hundred and Twenty-ninth, One Hundred and Thirtieth and Manhattan streets.....	54,218 66
From 110 to 116 East Forty-second street and 107 to 118 East Forty-first street	3,758 05
From 118 to 120 East Forty-second street.	80,990 47
Fifty-five car heaters.....	990 00

* Two millions seven hundred and twenty-seven thousand two hundred and eighty-two dollars and twenty-three cents was paid to the St. Nicholas Construction Company for real estate, buildings, constructing roadbed, superstructure and rails and equipment as per contract. In report of September 30, 1885, the charge to roadbed, superstructure and rails, \$790,000, represented the amount paid in securities to the construction company up to that time and is included in the above total of \$2,727,282.23.

Two sweepers.....	\$1,900 00
Wagons and trucks	130 00
Harness	1,903 66
Total	\$323,290 67

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$300,839 11
Less operating expenses (excluding all taxes).....	273,567 61
Net earnings from operation	\$27,271 50
<i>Income from other sources, as follows, viz.:</i>	
Rents	816 65
Gross income from all sources	\$27,568 15
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$4,936 98
Taxes on earnings and capital stock.....	18,914 07
Interest on funded debt due and accrued	78,000 00
Interest on mortgages.....	6,566 11
Rentals	4,850 00
Miscellaneous	6,454 11
Net deficit from all sources.....	\$91,158 12
<i>Payments from net income, as follows, viz.:</i>	
Taxes of 1885 paid November, 1886.....	9,269 37
Deficit for year ending September 30, 1886	\$100,422 49

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$100,422 49
Surplus up to September 30, 1885	2,080 73
Total deficit September 30, 1886	\$98,341 76

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$300,839 11
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$771 96
Repairs of cars and other vehicles.....	1,969 69
Repairs of harness and stable equipment.....	2,245 75
Horseshoeing.....	9,593 30
Provender (including expense of grinding).....	65,983 57
Salaries of general officers and clerks	7,502 98
Wages of conductors and drivers	84,677 11
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	76,962 90
Light and fuel	2,396 27
Water tax	235 60
Damages to persons and property.....	3,454 90
Legal expenses.....	682 14
Advertising, printing and office expenses.....	3,777 94
Insurance	4,889 25
Rent of stables.....	7,408 24
Detective service.....	709 75
Total operating expenses	\$273,567 61

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$4,987,633 61
Cost of equipment.....	222,469 56
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	11,290 77
Open accounts	25,559 13
Supplies on hand.....	5,419 49
Profit and loss (deficiency).....	98,341 76
.....	\$5,350,534 22

FORTY-SEC'D ST., MANHATTANV'E AND ST. NICHOLAS AVE. 841

LIABILITIES.

Capital stock.....	\$2,500,000 00
Funded debt.....	2,715,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	6,000 00
Loans payable, mortgages.....	103,000 00
Open accounts.....	26,834 89
	\$5,350,834 89

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Feet.
Forty-second street, North river to East river, single track.....		10,405
Seventh avenue and Forty-second street, through Broadway, Seventh avenue and the Boulevard to Manhattan street, single track.....		25,400
North river through Manhattan street, St. Nicholas avenue and One Hundred and Tenth street to First avenue, single track.....		14,008
Tenth avenue, through Eighty-sixth street to North river, single track.....		1,629
Fifty-ninth street through Tenth avenue to Sixty-ninth street, single track.....		2,616
Total.....		54,058
On all of foregoing, second track.....		54,058
Total length of tracks owned.....		*108,116
Weight of rail per yard.....		47 to 60 lbs.
Gauge of track.....		4 ft. 8½ in.
Number of box cars.....		105
Horses.....		579
Schedule time making trip one way.....		25 to 57 min.
Cars run.....		3 and 5 min. headway.
Rate of fare per passenger.....		5 cts.
Number of passengers carried in cars during year.....		6,016,782
Average number of employees (including officials) during year.....		About 257

SALARIES AND WAGES OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
President, Vice-President, Secretary and Treasurer, Superintendent, Superintendent's Assistant and five clerks.....		\$8,056 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	9	2 25
Watchmen.....	12	1 75
Inspectors.....	12	2 50
Roadmen.....	12	2 00
Hostlers.....	12	1 75
Changers, water men, etc.....	12	1 75
Carpenters.....	12	2 00
Harnessmaker.....	12	2 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	2	.....	2
Employees.....	1	.....	1
Others.....	1	1	2
Total.....	4	1	5

OFFICERS OF THE COMPANY

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
D. D. CONOVER.....	President.....	New York city.
J. S. FOSTER.....	Vice-President.....	New York city.
J. P. ROBERTS.....	Secretary and Treasurer..	New York city.
JAMES A. BONNELL.....	Superintendent.....	Brooklyn, N. Y

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ARTHUR LEARY.....	New York city.
ALFRED WAGSTAFF.....	New York city.
D. D. CONOVER.....	New York city.
JOHN S. FOSTER.....	New York city.
JOHN B. DUTCHER.....	New York city.
ALFRED SCITT.....	New York city.
HENRY STEERS.....	New York city.
JOHN WHALEN.....	New York city.
JACOB FLEISCHHAUER.....	New York city.
CHAS. PHELPS.....	New York city.
JAMES MATTHEWS.....	New York city.
WARREN CONOVER.....	New York city.
CHAS. F. NAEHING.....	New York city.

Title of company, Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company.

Address of general offices, 118 East Forty-second street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in January.

For information as to this report, address John P. Roberts, Treasurer.

FRANKFORT AND ILION.

(Date of charter, May 9, 1871.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	800	\$20,000	.....
Issued for actual cash and now outstanding.	571	14,275	\$14,275

COST OF ROAD AND EQUIPMENT.

	Total cost up to Sept. 30, 1884.
Roadbed, superstructure and rails.....	\$16,744 40
Buildings and fixtures.....	1,675 44
Total cost of road.....	\$18,419 84
EQUIPMENT.	
Horses, harness, cars and dummies.....	2,253 40
Grand total cost of road and equipment.....	\$20,673 24

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$3,545 25
Less operating expenses (excluding all taxes)	4,291 22
Deficit from operation	\$745 97
<i>Income from other sources, as follows, viz.:</i>	
Sundries	302 50
Gross income from all sources	\$448 47
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$171 85
Taxes on earnings and capital stock	44 13
Taxes other than above	10 85
	226 88
Deficit for year ending September 30, 1886	\$870 30

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$870 30
Surplus up to September 30, 1885	6,727 41
Total surplus September 30, 1886	\$6,057 11

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$3,545 25
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OPERATING EXPENSES.

Repairs of roadbed and track	\$580 68
Repairs of buildings and fixtures	625 47
Repairs of cars and other vehicles	778 92
Repairs of harness and stable equipment	58 27
Horseshoeing	89 45
Renewals of horses and mules	70 00
Provender (including expense of grinding)	595 15
Salaries of general officers and clerks	175 00
Wages of conductors and drivers	1,082 21
Light and fuel	7 20
Damages to persons and property	25 00
Advertising, printing and office expenses	26 65
Insurance	41 50
Contingencies	180 72
Total operating expenses	\$4,291 22

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$18,857 04
Cost of equipment	2,275 00
<i>Current assets, as follows, viz.:</i>	
Open accounts	66 83
	\$20,698 87

LIABILITIES.

Capital stock	\$14,275 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts	366 76
Profit and loss (surplus)	6,057 11
	\$20,698 87

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Frankfort to Ilion		2.50
Sidings on main line and branches .....		.18
Total length of all tracks and sidings owned		2.68

Weight of rail per yard	25 lbs.
Gauge of track	5 ft.
Number of box cars	4
Open car	1
Horses	5
Schedule time making trip one way	25 minutes
Cars run	12 trips daily.
Rate of fare per passenger	5, 7 & 10 cts.
Number of passengers carried in cars during year	*25,447
Average number of employees (including officials) during year	5

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Secretary		\$150 00
Superintendent		\$20 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Three conductors and drivers	12	\$3.75

NUMBER OF ACCIDENTS.

Passenger injured	1
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OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
A. C. MCGOWAN	President	Frankfort, N. Y.
JOHN A. GIBLIN	Secretary	Ilion, N. Y.
J. L. McMILLAN	Treasurer	Ilion, N. Y.
JOHN JAY HANNAHS	Superintendent	Ilion, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
A. C. MCGOWAN	Frankfort, N. Y.
P. A. SKIFF	Frankfort, N. Y.
W. W. CROSBY	Frankfort, N. Y.
J. L. HOARD	Frankfort, N. Y.
GEO. R. RUSSELL	Frankfort, N. Y.
JOHN J. HANNAHS	Ilion, N. Y.
ALFRED E. BROOKS	Ilion, N. Y.
PHILO OSGOOD	Ilion, N. Y.
J. L. McMILLAN	Ilion, N. Y.
HENRY G. WHITNEY	Ilion, N. Y.
ADDISON BRILL	Ilion, N. Y.
EDWARD McCLELLAN	Ilion, N. Y.
JOHN A. GIBLIN	Ilion, N. Y.

Title of company, Frankfort and Ilion Street Railway Company.

Address of general offices at Ilion, N. Y.

Date of close of fiscal year and stockholders' annual meeting, last Tuesday in March.

For information concerning this report, address John A. Giblin, Secretary.

*No record kept of passengers from December 9, 1885, to March 18, 1884.

FULTON AND OSWEGO FALLS.

(Date of charter, September 21, 1885.)

The Fulton and Oswego Falls Street Railroad was in operation barely six weeks prior to September 30, 1886.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding.....	150	\$15,000	\$15,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When Due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	July 1, 1886	p.c. 6	Jan. & July	\$15,000	\$15,000

COST OF ROAD AND EQUIPMENT.

Road built by contract..... \$30,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$1,138 00
Less operating expenses (excluding all taxes).....	873 23
Net earnings from operation	\$469 77
<i>Deductions from income, as follows, viz.:</i>	
Interest on funded debt accrued	225 00
Surplus for year ending September 30, 1886	\$234 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$30,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	382 33
Open accounts	77 44
	\$30,459 77

LIABILITIES.

Capital stock	\$15,000 00
Funded debt	15,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt accrued	225 00
Profit and loss (surplus)	234 77
	\$30,459 77

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line, from Fulton to Oswego Falls.....	1.145 miles.
Number of box cars.....	3
Baggage car.....	1
Number of passengers carried in cars during year	19,674

OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Title.</i>	<i>Official Address.</i>
JOSEPH WALKER, JR	President.....	New York city.
N. N. STRANAHAN.....	Vice-President.....	Fulton, N. Y.
CHARLES LYMAN	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
JOSEPH WALKER.....	New York city.
JOSEPH WALKER, JR.....	New York city.
E. Z. PENFIELD.....	New York city.
HENRY ALTMAN.....	New York city.
CHARLES LYMAN.....	New York city.
N. N. STRANAHAN.....	Fulton, N. Y.
REUBEN BRADSHAW.....	Fulton, N. Y.

Title of company, Fulton and Oswego Falls Street Railroad Company.

General offices at The Mills' Building, New York city.

Date of close of fiscal year, June 30.

Date of stockholders' annual meeting, third Tuesday in September.

For information concerning this report, address Joseph Walker, Jr., President.

GENESEE AND WATER STREET (Syracuse).

(Date of charter, October 13, 1865.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,200	\$60,000	
Issued for actual cash	850	42,500	\$42,500
Issued for stock dividend.....	.....	17,500	.....
Total now outstanding	1,200	\$60,000	

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds of company.....	July 1, 1893 Jan. 2, 1890 Jan. 2, 1891	p.c. 6	Jan. and July	\$20,000	\$20,000
*Bonds of company.....	Jan. 2, 1892 Jan. 2, 1893 Jan. 2, 1894	6	Jan. and July	2,500	2,500

* Five hundred dollars each year.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure and rails.....	\$1,344 11	\$62,518 86
Real estate.....	.....	3,000 00
Buildings and fixtures.....	896 15	8,885 22
Total cost of road.....	\$1,740 26	\$74,404 08
EQUIPMENT.		
Horses	\$500 00	\$10,500 00
Harness .....	.....	2,972 11
Cars.....	1,040 91	8,088 68
Wagons, snow plows and sleighs.....	.....	500 00
Total cost of equipment.....	\$1,540 91	\$22,060 79
Grand total cost of road and equipment	\$3,281 17	\$96,464 87

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Balance on new stable.....	\$396 15
Iron and materials.....	1,344 11
Total.....	\$1,740 26

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$28,072 78
Less operating expenses (excluding all taxes)	16,999 02
Net earnings from operation	\$6,073 76
<i>Income from other sources, as follows, viz.:</i>	
Miscellaneous	86 00
Gross income from all sources.....	\$6,159 76
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$205 32
Taxes on earnings and capital stock	889 51
Interest on funded debt accrued	337 50
Interest on funded debt paid	1,835 00
	2,267 33
Net income from all sources.....	\$3,892 43
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 3 per cent on capital stock	\$1,800 00
Former dividend paid	167 50
	1,967 50
Surplus for year ending September 30, 1886	\$1,924 93

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$1,924 98
Surplus up to September 30, 1885.....	40,609 59
Total surplus September 30, 1886	\$42,544 52

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$28,072 78
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$2,014 14
Repairs of buildings and fixtures.....	464 98
Repairs of cars and other vehicles.....	253 75
Repairs of harness and stable equipment.....	477 74
Horseshoeing.....	814 43
Renewals of horses and mules.....	143 09
Provender (including expense of grinding).....	3,719 50
Salaries of general officers and clerks.....	850 00
Wages of conductors, drivers, hostlers, etc.....	7,444 39
Light and fuel.....	206 97
Water tax.....	39 25
Advertising, printing and office expenses.....	63 26
Insurance.....	24 00
Contingencies.....	242 08
Total operating expenses.....	\$16,999 02

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$74,404 06
Cost of equipment.....	22,060 79
<i>Other permanent investments, as follows, viz.:</i>	
Vacant real estate and superstructure, received by gift.....	16,420 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$1,982 07
Supplies on hand.....	11,515 08
	13,497 15
	\$126,362 02

LIABILITIES.

Capital stock.....	\$60,000 00
Funded debt.....	22,500 00
<i>Current liabilities, as follows:</i>	
Interest on funded debt accrued.....	\$837 50
Bills payable.....	500 00
Open accounts, estimated.....	500 00
	1,337 50
Profit and loss (surplus).....	42,544 52
	\$126,362 02

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company as follows:

	Miles.
Single track, main line, from Hammond Square to Westcott street.....	3
Single track, branches, from Genesee street to University.....	.75
Single track, branches, from Hammond Square to Hickory street.....	1.25

Sidings on main line and branches.....	4
Total length of single track on main line and branches.....	1
Total length of all tracks and sidings owned.....	5

Weight of rails per yard.....	18 to 40 lbs.
Gauge of track.....	4 ft. 8 1/2 in.
Number of box cars.....	10
Open car.....	1
Horses.....	5
Schedule time making trip one way.....	20 minutes
Cars run.....	Every 15 min.
Rate of fare per passenger.....	3, 4 and 5c.
Number of passengers carried in cars during year.....	502,734
Average number of employees (including officials) during year.....	10

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS.

	Annual salary
Treasurer and Secretary.....	\$100 00
Superintendent.....	750 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors	16	About \$1 80
Drivers	16	1 50
Hostlers	16	\$1 50 to 1 65

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
ROBERT G. WYNKOOP.....	President.....	Syracuse, N. Y.
GEO. J. GARDNER.....	Secretary and Treasurer.....	Syracuse, N. Y.
WILLIAM J. HART.....	Superintendent.....	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEO. F. COMSTOCK.....	Syracuse, N. Y.
DANIEL P. WOOD.....	Syracuse, N. Y.
WILLIAM H. H. SMITH.....	Syracuse, N. Y.
WILLIAM E. ROSE.....	Syracuse, N. Y.
WILLIAM E. ABBOTT.....	Syracuse, N. Y.
WILLIAM T. HAMILTON.....	Syracuse, N. Y.
CHESTER HAIR.....	Syracuse, N. Y.
S. M. RUST.....	Syracuse, N. Y.
ELIAS W. LEAVENWORTH.....	Syracuse, N. Y.
NATHAN COBB.....	Syracuse, N. Y.
JACOB CROUSE.....	Syracuse, N. Y.

Title of company, Genesee and Water Street Railroad Company.

Address of general offices at Syracuse, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information concerning this report, address Geo. J. Gardner, Treasurer.

GRAND STREET AND NEWTOWN (Brooklyn).

(Date of charter, August 18, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	20,000	\$200,000	.....
Issued for actual cash and now outstanding.	17,000	170,000	\$170,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	1906	p.c. 5	Apr. and Oct.	\$200,000	\$307,975 00

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$1,275 54	\$944,210 41
Buildings and fixtures.....	1,418 65	93,500 90
Total cost of road.....	\$2,694 19	\$338,011 41
EQUIPMENT.		
Horses and harness .....	.....	\$31,153 13
Cars, wagons, trucks, snow plows, sleighs.....	.....	52,409 02
Total cost of equipment .....	.....	\$83,562 15
Grand total cost of road and equipment	\$2,694 19	\$421,573 46

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Additional track.....	\$1,275 54
Sinking a well at Maspeth.....	1,092 90
Completing stable at Maspeth.....	75 75
Safe for office.....	250 00
Total.....	\$2,694 19

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$142,465 05
Less operating expenses (excluding all taxes).....	118,602 63
Net earnings from operation	\$23,862 42
<i>Income from other sources, as follows, viz.:</i>	
Premium on bonds.....	7,975 69
Rent of panels in cars.....	500 01
Gross income from all sources	\$32,338 12
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$4,779 62
Taxes on earnings and capital stock.....	
Taxes other than above	
Interest on funded debt due and accrued	12,250 00
Interest on notes.....	2,749 97
Rent for track	400 00
	20,179 59
Net income from all sources	\$12,158 42
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 5 per cent on capital stock	\$8,500 00
Expense account of bonds.....	161 00
	8,661 00
Surplus for year ending September 30, 1886	\$3,497 42

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$3,498 48
Surplus up to September 30, 1886	82,897 65
Unpaid dividends	25 00
	<hr/>
Credit supplies	\$35,921 13
	6,997 14
	<hr/>
Debit loss on receivable accounts	\$42,918 27
	89 20
	<hr/>
Total surplus September 30, 1886	<u>\$42,879 07</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	<u>\$142,466 05</u>
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OPERATING EXPENSES.

Repairs of roadbed and track	\$5,155 14
Repairs of buildings and fixtures	276 38
Repairs of cars and other vehicles	5,169 47
Repairs of harness and stable equipment	532 75
Horseshoeing	3,590 11
Renewals of horses and mules	7,646 00
Provender (including expense of grinding)	24,403 21
Salaries of general officers and clerks	4,863 46
Wages of conductors and drivers	88,199 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	18,430 18
Light and fuel	625 03
Water tax	198 99
Damages to persons and property	5,752 69
Legal expenses	1,194 04
Advertising, printing and office expenses	549 12
Insurance	1,047 10
Removal of snow and ice	430 79
Contingencies :	
Rent for office and depot	700 00
Sand	88 45
Sundries	249 96
	<hr/>
Total operating expenses	<u>\$118,602 68</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$244,210 41
Cost of equipment	88,562 15
Other permanent investments, as follows, viz.:	
Real estate and fixtures	98,800 90
Current assets, as follows, viz.:	
Cash on hand	4,097 79
Supplies on hand	6,997 14
	<hr/>
	<u>\$432,668 39</u>

LIABILITIES.

Capital stock	\$170,000 00
Funded debt	200,000 00
Current liabilities, as follows, viz.:	
Bills payable	17,000 00
Open accounts	939 32
Conductors' deposits	1,860 00
Profit and loss (surplus)	42,879 07
	<hr/>
	<u>\$432,668 39</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows, viz.:</i>		Miles.
Single track, main line from Broadway to Calvary Cemetery		4
Single track, branch from Humboldt street to Newtown		4.25
Total length of single track on main line and branches		8.25
Second track on main line and branches		4.00
Sidings on main line and branches .....		.575
Total length of all tracks and sidings owned		13.125
Weight of rail per yard	45, 50 and 60 lbs.	
Gauge of track	4 feet 8½ in.	
Number of box cars	33	
Open cars	39	
Horses	250	
<i>Schedule time making trip one way:</i>		
Calvary	28 minutes.	
Newtown	50 minutes.	
<i>Cars run:</i>		
Calvary	6 minutes.	
Newtown	12 minutes.	
Rate of fare per passenger	5 and 10 cts.	
Number of passengers carried in cars during year	2, 849, 321	
Average number of employees (including officials) during year	120	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
President		\$1,500 00
Secretary and Treasurer		400 00
Superintendent		1,200 00
Bookkeeper		884 00
Two Receivers, each \$730		1,460 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers	11½	\$3 00
Starters		2 00
Watchmen	12	1 75
Switchmen		1 75
Roadmen	11	1 50
Hostlers	10	1 75
Tow boys	12	1 00

NUMBER OF ACCIDENTS.

Passengers injured	1
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OFFICERS OF THE COMPANY.

<i>Names.</i>	<i>Titles.</i>	<i>Official Address.</i>
MARTIN JOOST	President	Brooklyn, N. Y.
WILLIAM E. HORWILL	Secretary and Treasurer	Brooklyn, N. Y.
WALTER G. HOWEY	Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
MARTIN JOOST	Brooklyn, N. Y.
EDMUND DRIGGS	Brooklyn, N. Y.
S. M. MEEKER	Brooklyn, N. Y.
JAMES HALL	Brooklyn, N. Y.
A. M. KALEFLEICH	Brooklyn, N. Y.
WM. E. HORWILL	Brooklyn, N. Y.
ECKFORD WEBB	Brooklyn, N. Y.
J. G. JENKINS	Brooklyn, N. Y.
PETER WYCKOFF	Brooklyn, N. Y.
WM. BROOKFIELD	New York city.
A. G. McDONALD	Brooklyn, N. Y.

Title of company, Grand Street and Newtown Railroad Company.

General offices at 394 Kent avenue, Brooklyn.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Tuesday in December.

For information concerning this report, address Grand Street and Newtown Railroad Company.

GRAND STREET, PROSPECT PARK AND FLATBUSH (Brooklyn).

(Date of charter, April 13, 1870.)

For history of organization, see Report of 1885.

The operations of the Prospect Park and Flatbush Railroad, heretofore leased by this company, are included in this report up to April 30, 1886, at which time the lease expired and has not since been renewed.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	2,000	\$200,000	\$200,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage	July 1, 1890	p.c. 7	Jan. & July	\$200,000	\$200,000
Second mortgage	May 6, 1890	6	Jan. & July	300,000	120,000
Third mortgage	May 9, 1890	6	May & Nov.	100,000	50,000

COST OF ROAD AND EQUIPMENT.

Road	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$2,812 87	\$79,207 35
Buildings and fixtures		4,561 25
Road built by contract		337,145 00
*Proportion of second and third mortgage bonds charged to construction		56,000 00
Total cost of road	\$2,812 87	\$476,913 60
EQUIPMENT.		
Horses		\$71,551 02
Harness		2,279 92
Cars		88,436 60
Wagons, trucks, snow plows, etc.		1,349 62
*Proportion of second and third mortgage bonds charged to equipment		74,000 00
Total cost of equipment		\$237,617 16
Grand total cost of road and equipment	\$2,812 87	\$714,530 76

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Laying new track between Malbone street and the Boulevard on Franklin avenue, and new side track at depot. This was found necessary as it had been omitted when the road was rebuilt and newly equipped.

Rails	\$1,045 87
Timber and labor	1,767 06
Total	\$2,812 87

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$122,580 25
Less operating expenses (excluding all taxes)	104,950 52
Gross income from all sources	\$18,629 74
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$1,550 09
Taxes on earnings and capital stock	623 77
Taxes other than above	524 04
Interest on funded debt due and accrued	82,000 00
Rent of track, October 1, 1885, to April 30, 1886, of Prospect Park and Flatbush Railroad Company	1,260 00
	35,957 90
Deficit for year ending September 30, 1886	\$17,328 16

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$17,328 16
Deficit up to September 30, 1885	27,854 73
Taxes in arrears prior to 1884	2,322 06
Total deficit September 30, 1886	\$47,513 95

* The second mortgage bonds were issued for sixty per cent of their par value, and the third mortgage bonds for fifty per cent, these being the most favorable terms that could be obtained and the amount being absolutely required by the company for reconstruction and new equipment.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES

EARNINGS.	
From passengers.....	\$123,580 28
OPERATING EXPENSES.	
Repairs of roadbed and track	\$2,248 41
Repairs of buildings and fixtures.....	844 44
Repairs of cars and other vehicles	2,788 07
Repairs of harness and stable equipment	897 10
Horseshoeing.....	3,320 76
Renewals of horses.....	2,294 85
Provender (including expense of grinding).....	23,870 94
Salaries of general officers and clerks.....	5,311 24
Wages of conductors and drivers	87,771 88
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	15,408 32
Light and fuel	756 73
Water tax	280 97
Damages to persons and property	521 90
Legal expenses	535 00
Advertising, printing and office expenses	854 93
Insurance	2,018 75
Removal of snow and ice	555 85
Contingencies	6,180 88
Total operating expenses.....	\$104,950 52

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$476,913 60
Cost of equipment.....	237,617 18
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$6,812 45
Open accounts.....	119 05
Supplies on hand.....	708 99
Profit and loss (deficiency)	7,185 49
	47,512 95
	\$769,179 20
LIABILITIES.	
Capital stock	\$200,000 00
Funded debt.....	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	\$28,150 00
Bills payable.....	38,370 08
Open accounts.....	6,852 87
Sundries.....	6 75
Conductors' deposits, special account	800 00
	69,179 20
	\$769,179 20

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Grand Street ferry to Prospect Park.....		4.25
Second track on main line and branches.....		4.25
Sidings on main line and branches.....		.20
Total length of all tracks and sidings owned.....		8.70
Weight of rail per yard.....	50 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	35	
Open cars.....	40	
Horses.....	210	
Schedule time making trip one way.....	26 minutes.	
Cars run.....	Every 3 min. in summer. Every 4 or 5m. in winter.	

Rate of fare per passenger.....	5 and 3 cents.
Number of passengers carried in cars during year	2,562,607
Average number of employees (including officials) during year	110

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

General officers, annual salary	\$4,920 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors	12	\$2 00
Drivers	12	2 00
Starters	12	2 00
Watchmen	12	2 00
Roadmen	10	1 75
Hostlers	10	1 75
Foreman of stable	12	2 25
Artisans in repair and harness shops	10	\$2 00 and 2 50

NUMBER OF ACCIDENTS.

Passengers injured	1
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OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JOHN N. PARTRIDGE	President	Brooklyn, N. Y.
DUNCAN B. CANNON	Secretary	Brooklyn, N. Y.
CHAS. CRUIFFELDS	Treasurer	Brooklyn, N. Y.
JOHN L. HEINS	Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN N. PARTRIDGE	Brooklyn, N. Y.
LOUIS FITZGERALD	New York city.
HENRY DAY	New York city.
ALFRED WAGSTAFF	New York city.
JOHN C. JACOBS	Brooklyn, N. Y.
DANIEL N. NORTHUP	Brooklyn, N. Y.
THOMAS ENNIS	Brooklyn, N. Y.

Title of company, Grand Street, Prospect Park and Flatbush Railroad Company.

General offices at Franklin Avenue and Prospect Place.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in April.

For information concerning this report, address Duncan B. Cannon, Secretary.

GREENPOINT AND LORIMER STREET (Brooklyn).

LESSOR.

LESSEE — NEW WILLIAMSBURGH AND FLATBUSH.

(Date of charter, November 6, 1884.)

The tracks of the company extend from Lee avenue through Gwinnett, Lorimer, Nassau and other streets, and by rented tracks, and terminating the line at the Twenty-third Street ferry, foot of Greenpoint avenue, Brooklyn, N. Y.

Cars commenced running August 5, 1885, and the line is operated by the New Williamsburgh and Flatbush Railroad Company under a lease made April 28, 1885, and its operations are included in the reports of that company.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.
Issued on account of construction and now outstanding.....	\$100,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds.....	May 1, 1910	p.c. 6	May & Nov.	\$125,000 00

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment \$225,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Income:
 Rent of leased line \$7,500 00
Deductions from income, as follows, vis.:
 Interest on funded debt due and accrued 7,500 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$225,000 00
<i>Current assets, as follows, vis.:</i>	
Lease rent accrued.....	8,125 00
	<u>\$228,125 00</u>
LIABILITIES.	
Capital stock	\$100,000 00
Funded debt.....	125,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt (5 months accrued).....	8,125 00
	<u>\$228,125 00</u>

Issued on account of construction.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE W. VAN ALLEN.....	President.....	New York city.
WILLIAM B. WAIT.....	Secretary.....	New York city.
C. B. COTTRELL.....	Treasurer.....	Rhode Island.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
DAVID W. BINNS.....	Brooklyn, N. Y.
EDGAR H. COTTRELL.....	Westerly, R. I.
C. B. COTTRELL.....	Westerly, R. I.
WALTER A. JONES.....	West Troy, N. Y.
G. W. VAN ALLEN.....	New York city.
WILLIAM A. VAN ALLEN.....	New York city.
WILLIAM B. WAIT.....	New York city.

Title of company, Greenpoint and Lorimer Street Railroad Company.
Address of general offices, corner of Nostrand and Park avenues, Brooklyn, N. Y.
For information concerning this report, address W. B. Wait, Secretary.

HARLEM BRIDGE, MORRISANIA AND FORDHAM (New York City.)

(Date of charter, May 2, 1863.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	7,000	\$350,000	\$350,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate	When payable.		
Mortgage bonds.....	Nov. 1, 1888	p.c. 7	Nov. & May	\$67,000	\$67,000
Real estate bonds.....	Apr. 18, 1887	7	April & Oct.	8,000	8,000
Total.....	.....	..	.....	\$75,000	\$75,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$19,151 08	\$300,033 54
Real estate.....	7,231 49	82,035 05
Buildings and fixtures.....		
Total cost of road	\$25,382 52	\$382,668 59
EQUIPMENT.		
Horses.....	*\$900 00	\$46,050 00
Harness		
Cars	250 00	48,650 00
Wagons, trucks, snow plows, sleighs.....	815 00	5,049 96
Total cost of equipment.....	*\$835 00	\$99,749 96
Grand total cost of road and equipment	\$25,047 52	\$482,418 55

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Amounts paid on account of construction of 188th Street Branch	\$6,118 87
Construction of tracks on Lincoln avenue.....	12,082 16
Building stables and car sheds, One Hundred and Thirty-third street.....	5,997 28
Building stables and car sheds near One Hundred and Seventieth street....	1,284 26
	\$25,882 52
<i>Amounts paid on account of equipment :</i>	
Wagon, etc.....	\$815 00
Fare registers.....	250 00
	\$565 00
Reduction of 6 horses at \$150	900 00
	885 00
Total	\$25,047 52

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$200,442 67
Less operating expenses (excluding all taxes)	145,417 69
Net earnings from operation.....	\$55,024 98
<i>Income from other sources, as follows, vis.:</i>	
Rents	550 00
Gross income from all sources.....	\$55,574 98
<i>Deductions from income, as follows, vis.:</i>	
Taxes on property used in operation of road	\$5,169 96
Taxes on earnings and capital stock.....	1,599 91
Interest on funded debt due and accrued	5,817 12
Interest on loans.....	790 01
	12,877 00
Net income from all sources	\$42,697 98
<i>Payments from net income, as follows, vis.:</i>	
Dividends declared, 8 per cent on capital stock.....	28,000 00
Surplus for year ending September 30, 1886	\$14,697 98

* Reduction.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$14,697 98	
Surplus up to September 30, 1885.....	217,806 95	
		\$232,004 93
Less uncollectible accounts written off.....	\$1,772 49	
Estimated value of franchise transferred.....	155,990 00	
		157,762 49
Total surplus September 30, 1886.....		\$74,242 44

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$200,054 62
Mail service.....	85 05
Total gross earnings.....	\$200,442 67

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$7,316 54
Repairs of buildings and fixtures.....	134 96
Repairs of cars and other vehicles.....	5,456 52
Repairs of harness and stable equipment.....	1,546 09
Horseshoeing.....	5,091 90
Renewals of horses.....	5,700 00
Provender (including expense of grinding).....	30,099 69
Salaries of general officers and clerks and office expenses.....	9,835 82
Wages of conductors and drivers.....	41,559 79
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	24,415 59
Light and fuel.....	1,009 33
Water tax.....	67 60
Damages to persons and property.....	1,363 50
Legal expenses.....	5,532 03
Advertising, printing and stationery.....	668 63
Insurance.....	2,150 96
Removal of snow and ice.....	856 51
<i>Contingencies:</i>	
Detective service.....	\$971 15
Oil and waste.....	87 28
Rents.....	1,204 62
Sprinkling tracks.....	159 88
Incidentals.....	470 93
	2,873 37
Total operating expenses.....	\$145,417 69

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$382,668 59
Cost of equipment.....	99,749 95
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$11,668 67
Supplies on hand.....	20,155 23
	31,823 90
	\$514,242 44

LIABILITIES.

Capital stock.....	\$350,000 00
Funded debt.....	75,000 00
<i>Current liabilities, as follows, viz.:</i>	
Loans payable.....	15,000 00
Profit and loss (surplus).....	74,242 44
	\$514,242 44

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows :

	Miles.
Single track, main line, from Harlem to Fordham.....	4.61
Single track, branches, from Boston avenue Junction to West Farms	1.89
Single track, branches, from Port Morris to Madison Avenue bridge.....	1.81
Lincoln avenue and One Hundred and Third Street branch*.....	.28

Total length of single track on main line and branches.....	8.09
Second track on main line and branches	7.84

Total length of all tracks and sidings owned.....	15.98
---	-------

Weight of rail per yard	48 to 60 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	42
Open cars	28
Horses	307
Schedule time making trip one way, through.....	45 minutes.
Cars run, during business hours	Every 4 min.
Rate of fare per passenger	5 and 6 cents.
Number of passengers carried in cars during year (estimated).....	8,637,859
Average number of employees (including officials) during year	About 140

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Annual salary.

President and Superintendent, Secretary and Treasurer.....	\$6,800 00
General office clerks.....	1,756 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors	12	\$2 00
Drivers	12	2 00
Starters	12	1 43
Watchmen	12	1 71
Roadmen	10	1 75
Hostlers	12	1 71
Stable foremen.....	12	2 00
Inspectors.....	12	2 00
Car repairers.....	10	\$2 50 to 3 00
Harnessmakers.....	10	2 50
Track foreman.....	10	2 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	1	.....	1
Employees.....	.....	1	1
Others.....	2	.....	2
Totals	3	1	4

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HENRY SPRATLEY...	President and Supt....	1033 Boston ave., N. Y. city.
WM. CAULDWELL...	Sec'y and Treasurer...	Boston ave. and 166th st., N. Y. city.

*From One Hundred and Thirty-third street and Third avenue to One Hundred and Thirty-eighth street and Third avenue.

DIRECTORS OF THE COMPANY.

<i>Name</i>	<i>Residence.</i>
HENRY SPRATLEY	New York city.
*RICHARD HOB	New York city.
WILLIAM CAULDWELL.....	New York city.
WILLIAM REMSEN.....	New York city.
MATTHEW B. WYNKOOP.....	New York city.
HORACE P. WHITNEY.....	New York city.
HENRY HART.....	New York city.
G. N. WHITNEY.....	New York city.
EDWIN BEDELL.....	New York city.
ELIJAH WHITNEY.....	New York city.
ALBERT B. WHITNEY.....	New York city.
JOHN J. HALLENBECK.....	Montclair, N. J..
P. T. BARNUM.....	Bridgeport, Conn.

Title of company, Harlem Bridge, Morrisania and Fordham Railway Company.
 General offices, Third avenue near One Hundred and Seventieth street, N. Y. city.
 Date of close of fiscal year, April 30.
 Date of stockholders' annual meeting, second Tuesday in June.
 For information concerning this report, address Henry Spratley, President.

HERKIMER AND MOHAWK STREET.

(Date of charter, March 3, 1871.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	800	\$20,000	
Issued for actual cash and now outstanding..	680	17,000	\$17,000

COST OF ROAD AND EQUIPMENT.

	Total cost up to Sept. 30, 1886.
ROAD.	
Roadbed, superstructure and rails.....	\$15,000 00
EQUIPMENT.	
Cars.....	2,000 00
Grand total cost of road and equipment.....	\$17,000 00
Construction account, roadbed.....	\$103 39
Construction account, right of way.....	900 00
Equipment account.....	800 45
	†\$1,803 85

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$4,044 70
Less operating expenses (excluding all taxes)	2,951 33
Net earnings from operation.....	\$1,093 47

* Deceased.

† This amount has already been paid out of earnings. The company has no real estate.

Deductions from income, as follows, vis.:

Taxes on property used in operation of road.....	\$198 11	
Taxes on earnings and capital stock.....	55 80	
Rents.....	25 00	
		<u>\$278 41</u>

Net income from all sources \$820 06

Payments from net income, as follows, vis.:

Dividends declared, 6 per cent on capital stock	1,020 00	
Deficit for year ending September 30, 1886.....	\$199 94	

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$199 94	
Surplus up to September 30, 1886.....	1,104 05	
Total surplus September 30, 1886	<u>\$904 11</u>	

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....		\$3,778 45
From West Shore Railroad	\$100 00	
Mail.....	181 25	
Picnic.....	80 00	
Advertising.....	5 00	
		<u>266 25</u>
Total gross earnings.....		<u>\$4,044 70</u>

OPERATING EXPENSES.

Repairs of roadbed and track	\$3 57	
Repairs of cars and other vehicles.....	200 37	
Wages of conductors.....	739 50	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	8 00	
Light and fuel.....	87 45	
Removal of snow and ice	82 40	
Advertising and printing	8 74	
Insurance.....	80 00	
Contingencies, towing cars by contract	1,816 20	
Total operating expenses.....	<u>\$2,951 23</u>	

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$15,000 00	
Cost of equipment.....	2,000 00	
Current assets, as follows, vis.:		
Cash on hand	904 11	
	<u>\$17,904 11</u>	

LIABILITIES.

Capital stock.....	\$17,000 00	
Profit and loss (surplus).....	904 11	
	<u>\$17,904 11</u>	

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows, vis.:

Single track, main line, from Herkimer to Mohawk	1.30 miles.
Weight of rail per yard.....	25 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	3
Schedule time making trip one way.....	15 minutes.
Cars run.....	Every hour.
Rate of fare per passenger.....	5 and 10 cts.
Number of passengers carried in cars during year.....	72,413
Average number of employees during year.....	1

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
One conductor	15	\$2 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
J. M. AUSMAN	President and Superintendent....	Mohawk, N. Y.
JACOB SMALL	Secretary	Herkimer, N. Y.
H. D. ALEXANDER	Treasurer	Mohawk, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
J. M. AUSMAN	Mohawk, N. Y.
E. W. BRONSON	Mohawk, N. Y.
J. V. QUACKENBUSH	Mohawk, N. Y.
H. D. ALEXANDER	Mohawk, N. Y.
CLINTON BECKWITH	Herkimer, N. Y.
JACOB SMALL	Herkimer, N. Y.
HENRY McNEAL	Herkimer, N. Y.

Title of company, Herkimer and Mohawk Street Railroad Company.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, first Monday in January.

For information concerning this report, address H. D. Alexander, Treasurer.

HOUSTON, WEST STREET AND PAVONIA FERRY (N. Y. City).

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of purchase of Avenue C railroad and now outstanding	2,500	\$350,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage	July 1, 1894	p.c. 7	Jan. & July.	\$500,000

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails, right of way.....		\$297,598 00
Real estate, buildings and fixtures.....		332,402 00
Total cost of road.....		<u>\$630,000 00</u>
	EQUIPMENT.	
Horses and harness.....		\$60,000 00
Wagons, trucks, snow plows, sleighs.....		60,000 00
Total cost of equipment.....		<u>\$120,000 00</u>
Grand total cost of road and equipment.....		<u><u>\$750,000 00</u></u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$238,551 70
Less operating expenses (excluding all taxes).....		178,819 69
Net earnings from operation.....		<u>\$64,732 01</u>
Income from other sources, as follows, viz.:		
Interest.....		2,894 07
Gross income from all sources.....		<u>\$67,626 08</u>
Deductions from income, as follows, viz.:		
Taxes on property used in operation of road.....	\$10,217 20	
Taxes on earnings and capital stock.....	1,648 71	
Interest on funded debt due and accrued.....	85,525 00	
		<u>47,390 91</u>
Net income from all sources.....		<u>\$20,235 17</u>
Payments from net income, as follows, viz.:		
Dividends declared, 4 per cent on capital stock.....	\$10,000 00	
Advertising for extension of tracks.....	1,215 55	
		<u>11,215 55</u>
Surplus for year ending September 30, 1886.....		<u><u>\$9,019 62</u></u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....		\$9,019 62
Surplus up to September 30, 1885.....	\$118,655 28	
Less the amount due to depreciation in buildings and equipment, and over-valuation of the same, and premium on bonds charged off to profit and loss account.....	50,748 66	
		<u>67,906 62</u>
Total surplus September 30, 1886.....		<u><u>\$76,926 24</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

	EARNINGS.	
From passengers.....		\$229,681 70
Rent of tracks.....		8,920 00
Total gross earnings.....		<u>\$238,551 70</u>
	OPERATING EXPENSES.	
Repairs of roadbed and track.....		\$5,220 67
Repairs of buildings and fixtures.....		1,561 37
Repairs of cars and other vehicles.....		13,257 14
Repairs of harness and stable equipment.....		1,648 90
Horseshoeing.....		5,117 69
Renewals of horses.....		6,820 00
Provender (including expense of grinding).....		85,515 40
Salaries of general officers and clerks.....		11,847 82
Wages of conductors and drivers.....		85,633 07

Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	\$35,309 77
Light and fuel	2,044 99
Water tax	159 19
Damages to persons and property	1,829 47
Legal expenses	8,706 13
Advertising, printing and office expenses	894 67
Insurance.....	2,173 40
Removal of snow and ice.....	1,277 56
<i>Contingencies, viz.:</i>	
Rept of tracks	\$3,455 00
Veterinary surgeon and medicine.....	560 22
Railroad Commissioners' reports	134 79
Counterfeit and mutilated coin	189 00
Registers and equipment	875 59
	<u>5,214 60</u>
Total operating expenses.....	<u>\$173,819 49</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$630,000 00
Cost of equipment.....	120,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Money loaned and bonds owned	50,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	36,750 12
	<u>\$836,750 12</u>
LIABILITIES.	
Capital stock.....	\$250,000 00
Funded debt	500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	8,750 00
Due other companies	1,103 43
Profit and loss (surplus).....	76,926 24
	<u>\$836,750 12</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles
Single track, main line, from Forty-second street to Chambers street.....		3.534
Single track, branches, from Avenue C to Tenth Street ferry .....		.273
Total length of single track on main line and branches		3.807
Second track on main line and branches.....		3.784
Sidings on main line and branches at depot.....		.472
Total length of all tracks and sidings owned.....		<u>8.063</u>
Weight of rail per yard.....	60 lbs.	
Gauge of track.....	4 ft. 8 1/2 in.	
Number of box cars.....	60	
Horses and mules.....	40	
Schedule time making trip one way	55 min.	
Cars are run	2 to 4 min.	
Rate of fare per passenger	5 cts.	
Number of passengers carried in cars during year	4,392,574	
Average number of employees (including officials) during year.....	173	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary
President, Secretary, Treasurer and Superintendent	\$7,000 00
Receivers, clerks, etc.....	<u>3,611 75</u>

HOUSTON, WEST STREET AND PAVONIA FERRY.

867

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers	11½ with time for meals.	\$2 00
Starters.....	11	\$2 25 to 2 50
Watchmen.....	12	1 67 to 2 00
Trackmen.....	10	1 50 to 2 50
Hostlers.....	12	1 75
Mechanics.....	10	2 25 to 3 25
Watermen.....	12	1 50
Changers.....	12	1 75 to 2 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Others than passengers and employees	1	4	5

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
HENRY THOMPSON.....	President.....	New York city.
DANIEL B. HASBROUCK.....	Secretary and Treasurer.....	Brooklyn, N. Y.
HIRAM W. EDES.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JOHN LOWRY.....	New York city.
JAS. H. WOODS.....	New York city.
SOL. MEHRBACK.....	New York city.
E. BEADLESTON.....	New York city.
HENRY THOMPSON.....	New York city.
THOS. F. RYAN.....	New York city.
HENRY STEERS.....	New York city.
C. E. WARREN.....	Brooklyn, N. Y.
D. B. HASBROUCK.....	Brooklyn, N. Y.
W. H. KEMBLE.....	Philadelphia, Pa.
P. A. B. WIDENER.....	Philadelphia, Pa.
W. L. ELKINS.....	Philadelphia, Pa.
CLAY KEMBLE.....	Philadelphia, Pa.

Title of company, Houston, West street and Pavonia Ferry Railroad Company.

General offices, 415 East Tenth street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in June.

For information concerning this report, address H. W. St. & P. F. R. R. Co.

JAMAICA AND BROOKLYN.

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.
Issued on account of construction.....	*5,000	\$100,000
Consolidated.....	†4,874	97,400
Total now outstanding.....	9,874	\$197,400

Bought under foreclosure, and new company has not issued any bonds.

REPORT OF RECEIPTS AND DISBURSEMENTS OF THE PLANKROAD REPRESENTED IN THE CONSOLIDATION BY PREFERRED STOCK, TO-WIT.:

From October 1, 1885, to September 30, 1886:

Original cost of road.....	\$109,665 (a)
Capital stock (preferred).....	97,400 (a)
Estimated value of capital stock, 25 per cent.....	24,370 (a)

Amount expended on plankroad from October 1, 1885, to September 30, 1886, as follows:

Labor, repairs and salaries of gatekeepers and officers.....	\$5,191 43
Paid railroad common stock as per articles of consolidation.....	2,588 94
Dividend to stockholders, March 2, 1886.....	3,899 39
Amount received for tools.....	12,330 62

No outstanding debts against preferred stock (plankroad).

COST OF ROAD.

Total cost of road up to September 30, 1886.....	\$197,400 (a)
--	---------------

Purchased by bondholders and consolidated with plankroad.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$8,564 30
Less operating expenses (excluding all taxes).....	18,794 91
Deficit from operation.....	\$5,230 61
Income from other sources, as follows, viz.:	
From preferred stock, horse hire, etc.....	4,063 10
Deficit for year ending September 30, 1886.....	\$1,167 51

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$1,167 51
Deficit up to September 30, 1885.....	9,279 54
Total deficit September 30, 1886.....	\$10,447 05

* Common.

† Preferred.

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$8,564 80
OPERATING EXPENSES.	
Repairs of roadbed and track	\$2,793 57
Repairs of buildings and fixtures	67 34
Repairs of cars and other vehicles.....	1,696 97
Repairs of harness and stable equipment.....	75 27
Horseshoeing.....	701 15
Renewals of horses and mules	361 00
Provender (including expense of grinding).....	3,189 77
Salaries of general officers and clerks.....	861 66
Wages of conductors and drivers.....	2,320 26
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	1,612 08
Light and fuel	94 83
Advertising, printing and office expenses.....	72 97
Insurance.....	100 00
Contingencies.....	48 04
Total operating expenses.....	\$13,794 91

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$197,480 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$408 27
Bills receivable	112 50
Supplies on hand	514 01
	1,034 78
Profit and loss (deficiency)	10,427 07
	\$208,941 85
LIABILITIES.	
Capital stock	\$197,480 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	11,461 85
	\$208,941 85

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Jamaica to East New York		6
Second track on main line and branches.....		2.25
Total length of all tracks and sidings owned.....		8.25
Weight of rail per yard	45 and 47 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars.....	7	
Open cars	4	
Horses	37	
Schedule time making trip one way.....	1h. and 10m.	
Cars run.....	Every 35 min.	
Rate of fare per passenger.....	3, 5, 10 and 15c.	
Number of passengers carried in cars during year.....	133,960	
Average number of employees (including officials) during year.....	14	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
General Superintendent		\$1,000 00
Superintendent		800 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Drivers	13	\$1 50
Watchmen	12	1 00
Roadmen	10	1 25
Hostlers	12	1 25
Carpenter	10	2 00
Horseshoer	10	2 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
AARON A. DEGRAUW.....	President.....	Jamaica, N. Y.
MARTIN I. DURYEA.....	Secretary.....	Jamaica, N. Y.
MORRIS FOSDICK.....	Treasurer.....	Jamaica, N. Y.
WM. M. SCOTT.....	Superintendent.....	Jamaica, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
MORRIS FOSDICK.....	Jamaica, N. Y.
AARON A. DEGRAUW.....	Jamaica, N. Y.
MARTIN I. DURYEA.....	Jamaica, N. Y.
GEO. L. PECK.....	Jamaica, N. Y.
WM. A. WARNOCK.....	Jamaica, N. Y.
GEO. DURLAND.....	Jamaica, N. Y.
JOHN H. HENTZ.....	Hempstead, N. Y.
CHAS. A. WILLET.....	Flushing, N. Y.
ALONZO B. WRIGHT.....	White Stone, N. Y.

Title of company, Jamaica and Brooklyn Railroad Company.
 General offices, Jamaica, Queens county, N. Y.
 Date of close of fiscal year, March 1.
 Date of stockholders' annual meeting, March 1.
 For information concerning this report, address Aaron A. Degrau.

JAMESTOWN STREET.

(Date of charter, October 18, 1883.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	2,000	\$100,000	\$24,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.....	July. 1, 1891	p.c. 6	Jan. & July.	\$23,000	\$23,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$2,150 70	\$28,534 84
Real estate		8,000 00
Buildings and fixtures	909 65	8,068 02
Interest and discount charged to construction		1,221 64
Total cost of road	\$3,060 35	\$35,819 01
EQUIPMENT.		
Horses	\$2,857 75	\$5,222 75
Harness	224 05	556 45
Cars	2,277 39	7,830 84
Total cost of equipment	\$5,359 19	\$13,609 54
Grand total cost of road and equipment		\$49,428 55

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Iron ties, stringers, curve timbers, braces, spikes, etc., for 0.663 miles of road built in 1886	\$2,150 70
Building additions to car and horse barns	909 65
Paid for twenty-six horses	2,857 75
Additions to harness	224 05
Four new cars (three open and one closed) and two stages	2,277 39
Total	\$8,419 54

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$9,013 59
Less operating expenses (excluding all taxes)	8,789 11
Net earnings from operation	\$224 48
<i>Income from other sources, as follows, viz.:</i>	
Sale of fertilizer	28 20
Gross income from all sources	\$252 68
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$227 95
Taxes on earnings and capital stock	168 62
Interest on funded debt due and accrued	75 79
	472 86
Deficit for year ending September 30, 1886	\$219 68

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....		\$219 63
Surplus up to September 30, 1885.....		271 40
		<hr/>
Add allowance on four cars.....	\$50 00	\$51 72
Add profit on sale of one horse	12 09	
		<hr/>
		63 09
		<hr/>
		\$113 61
Deduct loss on three horses.....	\$361 33	
Deduct loss on one pair sleighs	12 50	
		<hr/>
		373 83
		<hr/>
Total deficit September 30, 1886		\$260 02

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		\$9,013 59
		<hr/>
OPERATING EXPENSES.		
Repairs of roadbed and track.....		\$222 22
Repairs of buildings and fixtures.....		13 04
Repairs of cars and other vehicles.....		95 79
Repairs of harness and stable equipment.....		19 59
Horseshoeing.....		283 44
Provender (including expense of grinding).....		1,995 89
Salaries of general officers and clerks.....		750 00
Wages of conductors and drivers.....		1,694 73
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....		1,513 06
Light and fuel.....		45 12
Water tax.....		33 68
Legal expenses.....		150 00
Advertising, printing and office expenses.....		191 63
Insurance.....		124 50
Removal of snow and ice.....		16 99
Contingencies:		
General expense.....	\$49 31	
Interest.....	1,082 78	
Doctoring horses.....	160 17	
Royalty on punches.....	107 48	
Washing bedding.....	2 95	
Pasturing horses.....	7 75	
		<hr/>
		1,410 44
		<hr/>
Total operating expenses.....		\$8,789 19

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$35,919 01
Cost of equipment		13,609 54
Current assets, as follows, viz.:		
Cash on hand	\$388 03	
*Open accounts	75,100 00	
Supplies on hand.....	952 64	
		<hr/>
		76,440 67
Profit and loss (deficiency)		260 02
		<hr/>
		\$126,129 24
		<hr/>
LIABILITIES.		
Capital stock		\$100,000 00
Funded debt.....		23,000 00
Current liabilities, as follows, viz.:		
Interest on funded debt due and accrued.....		345 00
Open accounts.....		284 24
Real estate		2,500 00
		<hr/>
		\$126,129 24

* Of this amount \$75,050 is due for capital stock not paid up.

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Fair Ground to Sherman House via Allen st.		3.278
Single track, branches, from Second street to west side of bridge		.093
Total length of single track on main line and branches		3.371
Second track on main line and branches		.812
Sidings on main line and branches		.351
Total length of all tracks and sidings owned		4.034
Weight of rail per yard	80 to 42 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	5	
Open cars	8	
Horses and mules	89	
Average schedule time making trip one way	49 min.	
Cars run	Every 36 min.	
Rate of fare per passenger	5 cts.	
Number of passengers carried in cars during year	180,268	
Average number of employees (including officials) during year	5	

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

	OFFICERS AND CLERKS.	Annual salary.
General officers		\$780 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors	12	\$ 1 75
Hostlers	12	1 50

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAMES B. ROSS	President	City of Jamestown, N. Y.
C. R. LOCKWOOD	Secretary	City of Jamestown, N. Y.
A. N. BROADHEAD	Treasurer	City of Jamestown, N. Y.
GEO. E. MALTBY	Superintendent	City of Jamestown, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JAMES B. ROSS	City of Jamestown, N. Y.
FRANK E. GIFFORD	City of Jamestown, N. Y.
A. N. BROADHEAD	City of Jamestown, N. Y.
L. B. WARNER	City of Jamestown, N. Y.
W. C. J. HALL	City of Jamestown, N. Y.
O. E. JONES	City of Jamestown, N. Y.
R. N. MARVIN	City of Jamestown, N. Y.

Title of company, Jamestown Street Railway Company.

Address of general offices, City of Jamestown, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information concerning this report, address George E. Maltby, Superintendent.

JEROME PARK (New York City).

(Date of charter, April 26, 1880.)

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.
Authorized by law or charter.....	500	\$50,000

Eight per cent, \$4,000, paid in; no stock ever issued.

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized.	Amount outstanding.
		Rate.	When payable.		
Bonds	1890	p.c. 6	May & Nov.	\$100,000	.

COST OF ROAD.Total cost up to
Sept. 30, 1886.

Roadbed, superstructure and rails and right of way..... \$113,264 16

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$7,081 30
Less operating expenses (excluding all taxes).....	673 09
Gross income from all sources	\$6,408 30
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$44 02
Interest on funded debt due and accrued.....	6,000 00
	6,044 02
Surplus for year ending September 30, 1886	\$362 28

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.**EARNINGS.**

From passengers..... \$7,061 30

OPERATING EXPENSES.Repairs of roadbed and track \$673 09 |**CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.**

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line from Jerome Park Station to Jerome Park	1.0
Sidings on main line and branches.....	.57
Total length of all tracks and sidings owned.....	1.67

* Road was built for the bonds.

JEROME PARK.

875

Weight of rail per yard.....	50 and 56 lbs.
Gauge of track.....	4 ft. 8½ in.
Rate of fare per passenger.....	10 cents.
Number of passengers carried in cars during year.....	70, 818

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
LEONARD W. JEROME.....	President.....	New York city.
F. A. LOVECRAFT.....	Secretary	New York city.
THEO. MOSS ...	Treasurer	New York city.

Title of company, The Jerome Park Railroad Company.
Address of general offices, Fifth avenue, corner Twenty-second street, New York city.

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO

LESSOR.

(Date of charter, November 12, 1873.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	\$50,000	
Issued for actual cash.....	400	\$40,000	\$40,000
Issued for stock dividend.....	100	10,000	
Total now outstanding.....	500	\$50,000	\$40,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds.....	1887 to 1889	p.c. 5	January 1..	\$3,000	\$3,000

COST OF ROAD AND EQUIPMENT.

Road.		Total cost up to Sept. 80, 1886.
Roadbed, superstructure and rails		\$39,277 37
Right of way		631 50
Real estate		8,839 77
Interest and discount charged to construction.....		679 73
Total cost of road.....		\$44,428 37
Equipment.		
Horses		\$2,352 34
Harness.....		227 28
Cars		2,746 00
Wagons, trucks, snow plows, etc.....		400 00
Total cost of equipment		\$5,725 62
Grand total cost of road and equipment.....		\$50,153 99

Title of company, Johnstown, Gloversville and Kingsboro Railroad Company.
 General offices at Johnstown, N. Y.
 Date of close of fiscal year, December 14.
 For information concerning this report, address Jno. McLaren, Treasurer.

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

LESSEE.

LEASED TO STOLLER & VAN SICKLER FOR FIVE YEARS FROM DECEMBER 15, 1885. REPORT
 FROM DECEMBER 15, 1885, TO SEPTEMBER 30, 1886.

(Date of charter, November 12, 1873.)

INCOME ACCOUNT FROM DECEMBER 15, 1885, TO SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$10,202 97
Less operating expenses (excluding all taxes).....	5,870 82
Gross income from all sources.....	\$4,332 15
<i>Deductions from income, as follows, viz.:</i>	
Rental of road.....	3,166 43
Surplus for year ending September 30, 1886.....	\$1,166 02

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$9,897 97
From sale and exchange of horses.....	305 00
Total gross earnings.....	\$10,202 97

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$211 88
Repairs of buildings and fixtures.....	5 47
Repairs of cars and other vehicles.....	109 11
Repairs of harness and stable equipment.....	136 15
Horseshoeing.....	212 47
Renewals of horses and mules.....	940 11
Provender (including expense of grinding).....	1,613 63
Salaries of general officers and clerks.....	150 00
Wages of conductors and drivers.....	1,077 84
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	957 54
Light and fuel.....	49 46
Water tax.....	35 00
Advertising, printing and office expenses.....	5 11
Insurance.....	78 09
Contingencies.....	255 54
Total operating expenses.....	\$5,870 82

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Number of box cars.....	4
Number of open cars.....	5
Horses and mules.....	10
Schedule time making trip one way.....	40 minutes
Cars are run.....	Every hour.
Rate of fare per passenger.....	5 and 10 cts
Number of passengers carried in cars during year (estimated).....	152,000
Average number of employees (including officials) during year.....	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.

Clerk, annual salary.....	\$150 00
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JOHNSTOWN, GLOVERSVILLE AND KINGSBORO.

879

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	14	\$1 30
Drivers.....	14	1 30
Roadmen.....	10	1 50
Hostlers.....	14	1 30

Title of company, Johnstown, Gloversville and Kingsboro Railroad Company.

Address of general offices, Johnstown, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address John McLaren, Treasurer.

KINGSTON CITY.

(Date of charter, June 5, 1879.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	500	\$50,000	
Issued for actual cash	89	\$3,900	\$3,900
Issued on reorganization.....	461	46,100	46,100
Total now outstanding	500	\$50,000	\$50,000

FUNDED DEBT.

DESIGNATION OF DEBT.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Rate.	When payable.		
First mortgage bonds.....	June 12, 1909	7	Jan. & July	\$15,000	\$15,000
Debenture bonds	June 1, 1890	6	June & Dec.	10,500	10,500
Bond and mortgage	On demand	6	Quarterly.	6,000	6,000
				\$31,500	\$31,500

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure and rails	\$2,000 00	\$68,507 48
Real estate		10,739 51
Buildings and fixtures		607 72
Total cost of road	\$2,000 00	\$79,855 11
EQUIPMENT.		
Horses		\$5,451 42
Harness		326 57
Cars		4,547 06
Wagons, trucks, snow plows, sleighs		102 75
Furniture and fixtures		429 94
Total cost of equipment		\$10,868 01
Grand total cost of road and equipment	\$2,000 00	\$90,723 12

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New rails, ties and labor, building new track		\$3,287 62
Leas old rails sold	\$480 94	
Proportion charged to operating expenses	826 09	
		1,287 08
Total		\$2,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$36,622 44
Less operating expenses (excluding all taxes)		18,653 52
Gross income from all sources		\$17,968 92
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$592 73	
Taxes on earnings and capital stock	254 44	
Interest on funded debt due and accrued	2,040 00	
		2,887 17
Net income from all sources		\$5,061 44
<i>Payments from net income, as follows:</i>		
Dividends declared, 10 per cent on capital stock		5,000 00
Surplus for year ending September 30, 1886		\$51 44

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$51 44
Surplus up to September 30, 1885	12,581 94
Total surplus September 30, 1886	\$12,633 40

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$35,873 72
From mails	1,249 74
Total gross earnings	\$36,623 46

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$1,140 64
Repairs of buildings and fixtures.....	267 48
Repairs of cars and other vehicles.....	758 50
Repairs of harness and stable equipment.....	192 85
Horseshoeing.....	809 85
Renewals of horses and mules.....	885 00
Provender (including expense of grinding).....	4,778 27
Salaries of general officers and clerks.....	928 08
Wages of conductors and drivers.....	4,097 35
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,610 11
Light and fuel.....	178 16
Water tax.....	80 00
Damages to persons and property.....	7 75
Legal expenses.....	169 20
Advertising, printing and office expenses.....	208 78
Insurance.....	143 74
Removal of snow and ice.....	2 25
<i>Contingencies:</i>	
Veterinary expenses.....	\$74 80
Rents.....	14 00
Oil and waste.....	42 60
Horse hire.....	10 00
Stable expenses (not including provender).....	259 52
	<hr/> 400 92
Total operating expenses.....	<hr/> \$18,658 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$79,855 11
Cost of equipment.....	10,868 01
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	3,877 71
Open accounts.....	741 00
Supplies on hand.....	198 06
	<hr/> \$95,889 89

LIABILITIES.

Capital stock.....	\$50,000 00
Funded debt.....	31,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued.....	472 50
Open accounts.....	703 99
Profit and loss (surplus).....	12,683 40
	<hr/> \$95,889 89

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line, in the city of Kingston.....	2.777 miles.
Weight of rail per yard.....	40 lbs.
Gauge of track.....	5 ft. 8½ in.
Number of box cars.....	8
Horses and mules.....	89
Schedule time making trip one way.....	30 minutes.
<i>Cars run:</i>	
From 6 A. M. to 9 A. M.....	Every 20 min.
From 9 A. M. to 8 P. M.....	Every 10 min.
From 8 P. M. to 10 P. M.....	Every 80 min.
Rate of fare per passenger.....	5 and 10 cts.
Number of passengers carried in cars during year.....	390,350
Average number of employees (including officials) during year.....	21

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Annual \$

General officers.....	
-----------------------	--

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Drivers.....	10	\$1 40
Roadmen.....	5	84
Hostlers.....	12	1 35
Blacksmith.....	10	1 50
Car cleaner.....	5	84

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES G. LINDSLEY	President.....	Rondout, N. Y.
P. E. SCHOONMAKER.....	Secretary and Treasurer	Rondout, N. Y.
W. H. DeGARMO.....	Superintendent.....	Rondout, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
JAMES G. LINDSLEY.....	Rondout, N. Y.
GEORGE COYKENDALL.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
EDWIN SHEERER	Rondout, N. Y.
JACOB H. TREMPER.....	Rondout, N. Y.
ANTHONY BENSON	Kingston, N. Y.
MICHAEL J. MADDEN.....	Rondout, N. Y.
CHARLES BRAY.....	Rondout, N. Y.
ABEL A. CROSBY.....	Rondout, N. Y.
MYRON TELLER.....	Kingston, N. Y.

Title of company, Kingston City Railroad Company.

Address of general offices, Rondout, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Wednesday in October.

For information concerning this report, address S. D. Coykendall, Vice President.

LANSINGBURGH AND COHOES.

LESSOR.

LESSEE—TROY AND LANSINGBURGH.

(Date of charter, March 8, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding.....	300	\$15,000	\$15,000

COST OF ROAD.

Total cost of road up to September 30, 1886..... \$15,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rent of road \$1,050 00

Deductions from income, as follows, viz.:

Dividends declared, 7 per cent on capital stock 1,050 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road \$15,000 00

LIABILITIES.

Capital stock \$15,000 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES JACKSON, JR.....	President.....	Lockport, N. Y.
WILLIAM KEMP.....	Vice-President.....	Troy, N. Y.
JOSEPH J. HAGEN.....	Treasurer and Secretary.	Troy, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM BARTON.....	Troy, N. Y.
WILLIAM KEMP.....	Troy, N. Y.
OTIS G. CLARK.....	Troy, N. Y.
CHARLES CLEMINSHAW.....	Troy, N. Y.
LEVI SMITH.....	Troy, N. Y.
A. A. PEEBLES.....	Lansingburgh, N. Y.
E. VAN SCHOONHOVEN.....	Lansingburgh, N. Y.
CHARLES H. DAUCHY.....	Lansingburgh, N. Y.
JAMES JACKSON, JR.....	Lockport, N. Y.
GEORGE CAMPBELL.....	Cohoes, N. Y.

Title of company, Lansingburgh and Cohoes Railroad Company.

Address of general offices, 205 River street, Troy, N. Y.

Date of close of fiscal year, May 14.

For information concerning this report, address J. J. Hagen, Secretary.

LONG ISLAND CITY AND NEWTOWN.

(Date of charter, May, 1883.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	8,000	\$150,000
Issued for actual cash		\$100,000
Issued on account of construction.....		50,000
Total now outstanding.....	8,000	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Construction and redemption of bonds of Calvary Cemetery Railroad into which this company merged	1905	p.c. 6	Semi-annually	\$100,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$75,000 00
Road built by contract.....	20,000 00
Total cost of road.....	\$95,000 00
EQUIPMENT.	
Horses	\$2,000 00
Harness	200 00
Cars.....	4,000 00
Total cost of equipment.....	\$6,200 00
Grand total cost of road and equipment.....	\$101,200 00

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

For grading and construction.....	\$8,000 00
New cars, harness and horses.....	1,100 00
Total.....	\$9,100 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$16,771 41
Less operating expenses (excluding all taxes).....	9,472 58
Net earnings from operation.....	\$7,298 83
Income from other sources, as follows, viz.:	
Sundries.....	510 00
Gross income from all sources.....	\$7,808 83
Deductions from income, as follows, viz.:	
Taxes on property used in operation of road.....	\$120 00
Interest on funded debt due and accrued.....	6,000 00
	6,120 00
Surplus for year ending September 30, 1886.....	\$1,688 83

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$1,688 83
Deficit up to September 30, 1885.....	2,192 50
Total deficit September 30, 1886	\$503 67

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$16,771 41
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$45 88
Repairs of cars and other vehicles.....	200 00
Repairs of harness and stable equipment.....	50 00
Horseshoeing.....	100 00
Provender (including expense of grinding).....	4,392 00
Wages of conductors and drivers.....	4,000 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	520 00
Light and fuel.....	25 00
Water tax.....	40 00
Advertising, printing and office expenses.....	25 00
Insurance.....	75 00
Total operating expenses.....	\$9,472 88

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$95,000 00
Cost of equipment.....	6,200 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,688 58
Profit and loss (deficiency).....	168,111 47
	\$256,000 00

LIABILITIES.

Capital stock.....	\$150,000 00
Funded debt.....	100,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	6,000 00
	\$256,000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line, from Long Island City to Laurel Hill.....	4.50 miles.
Weight of rail per yard.....	45 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	9
Open cars.....	8
Horses and mules.....	35
Schedule time making trip one way.....	20 minutes.
Cars run { Week days.....	Every 10 min.
{ Sundays.....	Every 8 min.
Rate of fare per passenger { Week days.....	5 cents.
{ Sundays.....	10 cents.
Number of passengers carried in cars during year.....	279,521
Average number of employees (including officials) during year.....	15

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICER.

Annual salary.

Superintendent.....	\$1,000 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	1 50
Roadmen.....	12	1 50
Hostlers.....	12	1 50

REPORT OF THE RAILROAD COMMISSIONERS.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address</i>
ISAAC BUCHANAN.....	President.....	New York city.
PETER F. DELANEY.....	Secretary.....	Brooklyn, N. Y.
AUGUST RAPELYE.....	Treasurer.....	Newtown, L. I., N. Y.
MICHAEL CONWAY.....	Superintendent.....	Long Island City, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ISAAC BUCHANAN.....	New York city.
PETER F. DELANEY.....	Brooklyn, N. Y.
PATRICK J. GLEASON.....	Long Island City, N. Y.
MICHAEL CONWAY.....	Long Island City, N. Y.
JOHN H. COURTNEY.....	Long Island City, N. Y.
JAMES CHRISTIAN.....	Brooklyn, N. Y.
AUGUSTUS RAPELYE.....	Newtown, L. I., N. Y.

Title of late company, Long Island City and Newtown Railroad Company.

Address of general offices at 112 Front Street, Long Island City, N. Y.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, third Monday in January.

For information concerning this report, address Patrick J. Gleason, Managing Director.

MOHAWK AND ILION.

(Date of charter, April 12, 1870.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	600	\$15,000	\$15,000

FUNDED DEBT.

Paid from earnings of the road	\$2,800 00
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COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1888.
Roadbed, superstructure and rails		\$12,500 00
Real estate.....		2,000 00
Total cost of road		\$14,500 00
	EQUIPMENT.	
Cars		3,800 00
Grand total cost of road and equipment		\$17,800 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$3,404 79
Less operating expenses (excluding all taxes).....	2,486 57
Gross income from all sources.....	\$918 22
<i>Deductions from income, as follows, viz.</i>	
Taxes on property used in operation of road.....	\$158 00
Taxes on earnings and capital stock.....	78 87
	231 87
Net income from all sources.....	\$686 35
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 4 per cent on capital stock.....	600 00
Surplus for year ending September 30, 1886.....	\$86 35

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$86 35
Surplus up to September 30, 1885.....	1,243 10
Total surplus September 30, 1886.....	\$1,329 45

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$3,326 47
Express.....	22 20
Board of alms.....	20 00
Excursions.....	25 75
Monthly tickets.....	6 00
Interest.....	4 87
Total gross earnings.....	\$3,404 79

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$128 68
Repairs of buildings and fixtures.....	2 22
Repairs of cars and other vehicles.....	67 47
Wages of conductors and drivers.....	540 00
Light and fuel.....	18 50
Insurance.....	16 50
Removal of snow and ice.....	70 70
Towing cars by contract.....	1,642 50
Total operating expenses.....	\$2,486 57

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$12,500 00
Cost of equipment.....	3,300 00
<i>Other permanent investments, as follows, viz.:</i>	
Real estate.....	2,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$538 82
Bills receivable.....	790 63
	1,329 45
	\$19,129 45

LIABILITIES.

Capital stock.....	\$15,000 00
Funded debt paid from earnings.....	2,800 00
Profit and loss (surplus).....	1,329 45
	\$19,129 45

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line	1.75 miles.
Weight of rail per yard	80 lbs.
Gauge of track	4 ft. 8½ in.
Number of passenger cars	4
Schedule time making trip one way	12 minutes.
Cars run	Every hour.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	67,682
Average number of employees (including officials) during year	1

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
One conductor	15	\$1.50

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
O. W. BRONSON	President and Superintendent..	Mohawk, N. Y.
H. D. ALEXANDER	Secretary	Mohawk, N. Y.
R. M. DEVENDORF	Treasurer	Mohawk, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
O. W. BRONSON	Mohawk, N. Y.
H. D. ALEXANDER	Mohawk, N. Y.
J. B. RAFTER	Mohawk, N. Y.
C. W. CARPENTER	Ilion, N. Y.
L. L. LOWELL	Mohawk, N. Y.
JOHN BROWN	Mohawk, N. Y.
R. M. DEVENDORF	Mohawk, N. Y.

Title of company, Mohawk and Ilion Horse Railroad Company.

Address of general offices, Mohawk, N. Y.

Date of close of fiscal year, June 1.

Date of stockholders' annual meeting, first Tuesday in June.

For information concerning this report, address H. D. Alexander, Secretary.

MOUNT VERNON AND EAST CHESTER.

(Date of charter, September 22, 1885.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding	3,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds	Dec. 1, 1910	p.c. 6	Semi-annual.	\$100,000

COST OF ROAD AND EQUIPMENT.

Total stock and bonds.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$1,859 79
Less operating expenses (excluding all taxes).....	1,859 79
<i>Deductions from income, as follows, vis :</i>	
Interest on funded debt due and accrued.....	\$4,000 00
Deficit for year ending September 30, 1886.....	\$6,000 00

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$1,859 79
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OPERATING EXPENSES.

July 24, 1886, to September 30, 1886, no itemized record.....	\$1,859 79
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road and equipment.....	\$400,000 00
<i>Current assets, as follows, vis. :</i>	
Profit and loss (deficiency).....	6,000 00
	\$406,000 00

LIABILITIES.

Capital stock	\$800,000 00
Funded debt.....	100,000 00
<i>Current liabilities, as follows, vis.:</i>	
Interest on funded debt due and accrued	6,000 00
	\$406,000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows :

	Miles.
Single track, main line, from West Mount Vernon to Mount Vernon, and Mount Vernon to East Chester.....	2.814
Sidings on main line and branches.....	.268

Total length of all tracks and sidings owned..... 8.077

Weight of rail per yard.....	42 lbs.
Gauge of track.....	4 ft. 9 in.
Number of box cars.....	6
Open cars.....	1
Horses.....	26
Schedule time making trip one way.....	45 minutes.
Cars run.....	About every 15 min.
Rate of fare per passenger.....	5 cts.
Average number of employees (including officials) during year.....	18

Horseshoeing.....	\$53 44
Renewals of horses and mules.....	278 00
Provender (including expense of grinding).....	704 42
Salaries of general officers and clerks.....	50 00
Wages of conductors and drivers.....	969 14
Light and fuel.....	29 75
Damages to persons and property.....	40 00
Advertising, printing and office expenses.....	17 00
Insurance.....	31 35
Removal of snow and ice.....	99 59
Contingencies.....	191 82
Total operating expenses.....	\$2,537 17

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$7,101 73
Cost of equipment.....	5,898 72
<i>Current assets, as follows, viz.</i>	
Supplies on hand.....	50 00
Profit and loss (deficiency).....	10,029 34
	\$23,069 79

LIABILITIES.	
Capital stock.....	\$16,000 00
Funded debt.....	5,100 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	157 50
Bills payable.....	1,383 00
Rent of barn.....	60 00
Leased line.....	350 00
Due treasurer.....	17 29
	\$23,069 79

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line, from South Syracuse to Onondaga Valley.....	1.78 miles
Weight of rails per yard.....	16 to 35 lbs.
Gauge of track.....	4 ft. 6 in.
Number of box cars.....	1
Open cars.....	1
Horses and mules.....	1
Schedule time making trip one way.....	25 minutes
Cars run.....	Once an hour
Rate of fare per passenger.....	2, 3, 6, 8 and 10 cts.
Number of passengers carried in cars during year.....	64,396
Average number of employees (including officials) during year.....	1

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Superintendent.....		\$250 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers.....	10	\$1 14

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
MATTHIAS BRITTON.....	President.....	Syracuse, N. Y.
T. W. MEACHEM.....	Secretary.....	Syracuse, N. Y.
J. H. ANDERSON.....	Treasurer and Supt.....	East Onondaga, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
M. BRITTON	Syracuse, N. Y.
W. T. HAMILTON	Syracuse, N. Y.
T. W. MEACHEM	Syracuse, N. Y.
J. H. ANDERSON	East Onondaga, N. Y.

Title of company, New Brighton and Onondaga Valley Railroad Company.

Address of general offices, Syracuse, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Monday in June.

For information concerning this report, address T. W. Meachem, Secretary.

NEW WILLIAMSBURGH AND FLATBUSH (Brooklyn).

(Date of charter, October, 1873.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	8,000	\$300,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage	Mch. 1, 1897	p.c. 7	Feb. & Aug.	*\$200,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Cost of road to September 30, 1885		\$379,517 18
Buildings and fixtures		418 58
Total cost of road		\$379,935 71
EQUIPMENT.		
Cost of equipment to September 30, 1885		\$135,857 21
Horses		5,280 00
Harness		450 40
Cars		8,577 05
Total cost of equipment		\$149,664 66
Grand total cost of road and equipment		\$529,600 37

* Issued in taking up prior mortgage and interest.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Building improvements for general offices, etc.....	\$514 33
Starter's box at Park avenue.....	104 25
Additions of 43 horses.....	5,290 00
Additions of harness, collars, halters, etc., Lorimer Street line.....	450 40
Additions of 19 cars, 1 sweeper and 1 carriage.....	8,577 05
Total.....	<u>\$14,736 03</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$239,370 49
Less operating expenses (excluding all taxes).....	208,233 08
Net earnings from operation.....	<u>\$36,187 41</u>
<i>Income from other sources, as follows, viz.:</i>	
Rent of tracks.....	153 00
Gross income from all sources.....	<u>\$36,295 41</u>
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$4,794 11
Taxes on earnings and capital stock.....	1,337 88
Taxes other than above.....	87 62
Interest on funded debt due and accrued.....	14,000 00
Rent of leased line.....	7,500 00
Car licenses.....	660 00
	<u>28,329 11</u>
Surplus for year ending September 30, 1886..	<u>\$7,966 30</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$7,966 30
Deficit up to September 30, 1885.....	12,751 75
Total deficit September 30, 1886.....	<u>\$4,785 45</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	<u>\$239,370 49</u>
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$18,974 46
Repairs of buildings and fixtures.....	4,703 33
Repairs of cars and other vehicles.....	6,340 72
Repairs of harness and stable equipment.....	2,679 67
Horseshoeing.....	6,065 53
Renewals of horses and mules.....	13,292 00
Provender (including expense of grinding).....	40,063 57
Salaries of general officers and clerks.....	4,382 27
Wages of conductors and drivers.....	65,253 40
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	29,518 54
Light and fuel.....	1,187 86
Water tax.....	442 93
Damages to persons and property.....	3,045 54
Legal expenses.....	2,148 41
Advertising, printing and office expenses.....	852 53
Insurance.....	2,249 75
Removal of snow and ice.....	668 75
Contingencies.....	1,316 29
Interest, current operations.....	2,446 66
Rent of tracks.....	2,098 35

Total operating expenses.....	<u>\$208,233 08</u>
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GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$379,935 71
Cost of equipment.....	149,664 66

Current assets, as follows, viz.:

Cash on hand	\$12,550 82	
Open accounts	1,597 08	
Supplies on hand	5,584 90	
Insurance	1,594 27	
Car licenses	100 00	
		\$21,877 05
Profit and loss (deficiency)		4,785 48
		<u>\$555,762 90</u>

LIABILITIES.

Capital stock		\$300,000 00
Funded debt		200,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt accrued	\$2,333 33	
Bills payable	27,584 57	
Open accounts	6,830 57	
Loans	12,363 33	
Deferred coupons	4,499 77	
Salaries and wages	1,551 62	
Interest on loans	817 75	
Rents accrued	281 96	
		55,762 90
		<u>\$555,762 90</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Broadway to Prospect Park	4.50
Single track, branches, from Nostrand avenue to Holy Cross Cemetery	1.75

Total length of single track on main line and branches	6.25
Second track on main line and branches	4.50
Sidings on main line and branches	1.25

Total length of all tracks and sidings owned	12
--	----

Length of railways leased and operated by this company, as follows:

Single track from Lea avenue to Twenty-third Street ferry	2.75
Second track and sidings	2.75

Total length of all tracks and sidings leased	5.50
---	------

Grand total length of all tracks and sidings owned and leased	17.50
---	-------

Weight of rail per yard	33 to 52 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	48
Open cars	66
Horses and mules	451
Schedule time making trip one way	35 minutes.
Cars run	Every 4 min.
Rate of fare per passenger	8 and 5 cts.
Number of passengers carried in cars during year (estimated)	5,010,822
Average number of employees (including officials) during year	About 200

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

	Annual salary.
Superintendent and clerks	\$5,491 20

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers	12	\$3.00
Starters and watchmen	12	1.50
Roadmen	10	1.50
Hostlers	10	1.75
Tow boys	10	1.50

NUMBER OF ACCIDENTS.

Passengers injured

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
GEORGE W. VAN ALLEN.....	President.....	New York city.
WILLIAM B. WAIT.....	Secretary	New York city.
C. B. COTTRELL.....	Treasurer	Rhode Island.
CHARLES E. HARRIS	Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
GEORGE W. VAN ALLEN.....	New York city.
WM. H. VAN ALLEN.....	New York city.
WILLIAM B. WAIT.....	New York city.
C. B. COTTRELL.....	Rhode Island.
WALTER A. JONES.....	West Troy, N. Y.
DAVID W. BINNS.....	Brooklyn, N. Y.
EDGAR H. COTTRELL.....	Rhode Island.

Title of company, New Williamsburgh and Flatbush Railroad Company.

General offices, corner of Nostrand and Park avenues, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, first Thursday after October 17.

For information concerning this report, address The New Williamsburgh and Flatbush Railroad Company.

NEW YORK AND HARLEM.

(Date of charter, April 25, 1831.)

For history of organization, see Report of 1885.

The statements herein contained are those pertaining to the operation of the city road. Under the head of "Cost of Road and Equipment," the cost of the entire line is shown consisting of its steam and city roads.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.*

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	200,000	\$10,000,050	
Issued for actual cash and now outstanding.	189,000	9,450,000	\$9,450,000

*Represents the capital of the entire line.

NEW YORK AND HARLEM.

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FUNDED DEBT.*

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Consolidated mortgage	1900	p.c.	May & Nov.	\$12,000,000	\$12,000,000
Con. mortgage sinking fund	1898	7	Feb. & Aug.	5,000	5,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$7,859 23	
Real estate.....	85,524 80	
Buildings and fixtures.....	220,339 05	
Total cost of road.....	\$268,222 58	\$22,125,854 85
EQUIPMENT.		
Horses.....	\$4,870 00	\$248,950 00
Locomotives.....		314,000 00
Cars.....	4,680 00	872,495 00
Harness and stable equipment.....	11,040 42	76,758 16
Total cost of equipment.....	\$8,009 58	\$1,507,203 16
Grand total cost of road and equipment.....	\$271,232 16	\$23,633,058 01

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Amount paid on account of Grand Central Depot extension.....	\$106,469 50
New depot at Mott Haven.....	67,212 08
Bridge at Ninety-eighth street.....	86 90
Crossings at Melrose and Fordham.....	100 00
Land at Hillsdale.....	524 80
Property, Eighty-fifth and Eighty-sixth streets.....	35,000 00
Buildings, Eighty-fifth and Eighty-sixth streets.....	46,657 47
Astoria ferry extension.....	7,222 33
Horses.....	4,870 00
Cars.....	4,680 00
	\$272,272 58
Less decrease in stable equipment.....	1,040 42
Total.....	\$271,232 16

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$924,788 24
Less operating expenses (excluding all taxes).....	633,144 63
Net earnings from operation.....	\$291,638 61
<i>Income from other sources, as follows, viz.:</i>	
Rent.....	\$36,809 99
Miscellaneous.....	888 78
	37,698 77
Gross income from all sources.....	\$329,337 38

* Represents funded debt of entire line. † Credit.

<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$19,480 53
Taxes on earnings and capital stock.....	7,273 27
Taxes other than above.....	12,106 00
Interest	15,952 89
	<hr/>
	\$54,812 69
Net income from all sources	\$274,524 69
<i>Payments from net income, as follows, viz.:</i>	
Dividend declared, 2 per cent on capital stock.....	189,000 00
	<hr/>
Surplus for year ending September 30, 1886	\$85,524 69
	<hr/>
GENERAL INCOME ACCOUNT.	
Surplus for year ending September 30, 1886, as shown.....	\$85,524 69
Surplus up to September 30, 1885.....	\$1,782,377 71
Less amount paid U. S. Government in settle- ment of old internal revenue claim	\$14,837 47
City of New York in settlement of taxes of 1880.....	11,124 16
	<hr/>
	25,961 63
	<hr/>
	1,756,416 09
Total surplus September 30, 1886	<hr/>
	\$1,841,940 77
	<hr/>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$910,061 74
Haulage of cars.....	14,721 50
	<hr/>
Total gross earnings.....	\$924,783 24
	<hr/>

OPERATING EXPENSES.

Repairs of roadbed and track	\$16,775 63
Repairs of buildings and fixtures	2,177 83
Repairs of cars and other vehicles.....	81,929 77
Repairs of harness and stable equipment.....	11,835 03
Horseshoeing	21,443 23
Renewals of horses.....	21,877 50
Provender (including expense of grinding).....	140,546 40
Salaries of general officers and clerks.....	19,977 52
Wages of conductors and drivers.....	193,213 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	123,957 30
Light and fuel.....	3,631 30
Water tax.....	1,602 91
Damages to persons and property.....	20,935 65
Legal expenses.....	10,895 51
Advertising, printing and office expenses.....	2,872 39
Insurance	7,812 92
Contingencies.....	1,860 33
	<hr/>
Total operating expenses.....	\$633,144 63
	<hr/>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$22,125,854 85
Cost of equipment.....	1,507,203 18
<i>Other permanent investments, as follows, viz.:</i>	
Long Island Land Fertilizing Company.....	6,100 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	16,306 01
Bills receivable.....	2,075 60
Open accounts.....	11,181 13
Supplies on hand	63,951 25
	<hr/>
	\$23,732,672 08
	<hr/>

NEW YORK AND HARLEM.

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LIABILITIES.

Capital stock.....	\$9,450,000 00
Funded debt.....	12,005,000 00
<i>Current liabilities, as follows, viz.:</i>	
Dividends and interest unpaid.....	2,318 48
Bills and loans payable.....	898,029 74
Open accounts.....	9,325 00
New York Central and Hudson River Railroad, advances for construction..	26,058 09
Profit and loss (surplus).....	1,841,940 77
	<u>\$28,782,672 08</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Post Office to Mott Haven.....		7.50
Single track, branches, from Thirty-second street and Fourth avenue to Thirty-fourth Street Ferry .....		.75
Total length of single track on main line and branches		8.25
Second track on main line and branches.....		8.25
Sidings on main line and branches.....		.50
Total length of all tracks and sidings owned.....		<u>17</u>
Weight of rail per yard	60 and 75 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars.....	172	
Horses.....	1,570	
Schedule time making trip one way.....	1 hour 32 min.	
Cars run	1 to 6 min. apart.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year	18,201,236	
Average number of employees (including officials) during year	589	

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	12	\$2 00
Starters	10	2 00
Watchmen	12	1 90
Switchmen	12	1 50
Roadmen ..	10	\$1 60 to 2 00
Hostlers.....	10¼	1 75

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	4	.....	4
Others.....	2	2	4
Total	6	2	8

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CORNELIUS VANDERBILT.....	President.....	New York city.
CHARLES C. CLARKE.....	Vice-President.....	New York city.
EDWARD V. W. ROSSITER.....	Treasurer and Secretary ...	New York city.
ALFRED SKITT	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
CORNELIUS VANDERBILT.....	New York city.
WILLIAM K. VANDERBILT.....	New York city.
FRED. W. VANDERBILT.....	New York city.
SAMUEL F. BARGER.....	New York city.
CHAUNCEY M. DEPEW.....	New York city.
JOHN B. DUTCHER.....	New York city.
JOHN E. BERRILL.....	New York city.
WILLIAM H. LEONARD.....	New York city.
CHARLES C. CLARKE.....	New York city.
JOSEPH HARKER.....	New York city.
FRANK P. FREEMAN.....	New York city.
SAMUEL D. BABCOCK.....	New York city.
ALFRED VAN SANTVOORD.....	New York city.

Title of company, New York and Harlem Railroad Company.

Address of general offices, Grand Central Depot, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Tuesday in May.

For information concerning this report, address Edward V. W. Rossiter, Treasurer and Secretary.

NIAGARA FALLS AND SUSPENSION BRIDGE.

(Date of charter, October 20, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	2,000	\$50,000 00	.....
Issued for actual cash	1,475 $\frac{1}{2}$	\$36,887 50	\$36,887 50
Issued on account of construction.....	124 $\frac{1}{2}$	8,112 50	.....
Total now outstanding.....	1,600	\$40,000 00	.....

COST OF ROAD AND EQUIPMENT.

	Road.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$23,473 46
Real estate.....		1,600 00
Buildings and fixtures.....		5,764 23
Total cost of road.....		\$30,837 69
	EQUIPMENT.	
Horses.....		\$5,793 52
Harness.....		877 15
Cars.....		6,024 94
Wagons, trucks, snow plows, sleighs.....		239 03
Total cost of equipment.....		\$12,434 64
Grand total cost of road and equipment.....		\$43,272 33

NIAGARA FALLS AND SUSPENSION BRIDGE.

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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$21,935 44
Less operating expenses (excluding all taxes)	16,845 87
Gross income from all sources	\$5,590 07
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$314 43
Taxes on earnings and capital stock	225 50
	539 98
Net income from all sources	\$5,050 14
<i>Payments from net income, as follows, viz.:</i>	
* Dividends declared, 12 per cent on capital stock.....	4,800 00
Surplus for year ending September 30, 1886	\$250 14

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$250 14
Surplus up to September 30, 1885.....	7,114 18
Total surplus September 30, 1886.....	\$7,864 27

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers	\$21,935 44
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$664 94
Repairs of buildings and fixtures.....	187 12
Repairs of cars and other vehicles.....	2,888 00
Repairs of harness and stable equipment.....	174 41
Horseshoeing.....	529 45
Renewals of horses and mules.....	776 00
Provender (including expense of grinding).....	3,523 55
Salaries of general officers and clerks.....	1,730 92
Wages of conductors and drivers.....	3,076 69
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	2,199 14
Light and fuel.....	95 75
Water tax.....	89 00
Damages to persons and property	31 50
Legal expenses.....	76 46
Advertising, printing and office expenses	644 58
Insurance	141 73
Removal of snow and ice.....	66 18
Total operating expenses.....	\$16,845 87

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$30,837 68
Cost of equipment	12,434 64
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	2,932 30
Open accounts.....	466 00
Supplies on hand	743 43
	\$47,414 05
LIABILITIES.	
Capital stock	\$40,000 00
<i>Current liabilities, as follows, viz.:</i>	
Open accounts.....	49 78
Profit and loss (surplus).....	7,864 27
	\$47,414 05

* Six per cent of this amount was earned previous to October 1, 1885, but was not paid until after the close of the fiscal year 1885.

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>		Miles
Single track, main line, from Niagara Falls to Suspension Bridge.....		1.99
Sidings on main line and branches.....		.51
Total length of all tracks and sidings owned.....		2.50
Weight of rail per yard.....		37 lbs.
Gauge of track.....		4 feet 8½ in.
Number of box cars.....		4
Open cars.....		6
Horses and mules.....		4
Schedule time making trip one way.....		25 minutes
Cars run { Winter.....		Every 17 min.
{ Summer.....		Every 12½ min.
Rate of fare per passenger	Cash.....	5 cents
	Tickets.....	4½ cents
	Limited time tickets.....	2½ cents
	School tickets.....	3 cents
Number of passengers carried in cars during year.....		453,300
Average number of employees (including officials), during year.....		17

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

	OFFICERS AND CLERKS.	Annual salary.
Manager.....		\$500 00
Superintendent.....		750 00
Clerk.....		450 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers.....	12	\$1 35
Watchmen.....	12	1 25
Hostlers.....	12	1 50

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
BENJAMIN FLAGLER.....	President.....	Suspension Bridge, N. Y.
WM. J. MACKAY.....	Secretary.....	Niagara Falls, N. Y.
ARTHUR SCHOELLKOPF.....	Treasurer.....	Niagara Falls, N. Y.
FRED. DEAN.....	Superintendent.....	Suspension Bridge, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
BENJAMIN FLAGLER.....	Suspension Bridge, N. Y.
ARTHUR SCHOELLKOPF.....	Niagara Falls, N. Y.
FRANCIS C. BELDEN.....	Niagara Falls, N. Y.
JACOB T. SCHOELLKOPF.....	Buffalo, N. Y.
HANS NIELSON.....	Niagara Falls, N. Y.
CONRAD FINK.....	Suspension Bridge, N. Y.
ELI S. NICHOLS.....	Suspension Bridge, N. Y.
AMOS W. R. HENNING.....	Suspension Bridge, N. Y.
M. S. LANGS.....	Suspension Bridge, N. Y.
EDWARD TUTHILL.....	Niagara Falls, Ont.
HENRY C. HOWARD.....	Niagara Falls, N. Y.
WM. J. MACKAY.....	Niagara Falls, N. Y.
GEO. BARKER.....	Niagara Falls, N. Y.

Title of company, Niagara Falls and Suspension Bridge Railway Company.

Address of general offices, Niagara Falls, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Thursday in October.

For information concerning this report, address A. Schoellkopf, Treasurer.

NINTH AVENUE (New York City).

(Date of charter, July 29, 1859.)

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	8,000	\$800,000	.....
Issued for actual cash	1,518	\$151,300	\$151,300
Issued for road equipment and real estate...	6,105	610,500	.....
Total now outstanding.....	7,618	\$761,800	.....

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions and betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails .....	.....	\$178,092 28
Real estate.....	\$272 68	9,272 68
Total cost of road.....	\$272 68	\$187,364 91
EQUIPMENT.		
Horses.....	\$3,600 00	\$58,600 00
Cars.....	1,500 00	28,500 00
Total cost of equipment	\$5,100 00	\$87,100 00
Grand total cost of road and equipment	\$5,372 68	\$274,464 91

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Real estate, legal expenses.....	\$272 68
Horses, increased twenty-four	8,600 00
Cars, increased seven.....	1,500 00
Total.....	\$5,372 68

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$222,954 46
Less operating expenses (excluding all taxes).....	194,817 84
Net earnings from operation.....	\$28,636 62
<i>Income from other sources, as follows, viz.:</i>	
Rents and interest	6,607 95
Gross income from all sources	\$35,244 57

REPORT OF THE RAILROAD COMMISSIONERS.

Deductions from income, as follows, viz.:

Taxes on property used in operation of road.....	\$2,272 00	
Taxes on earnings and capital stock.....	2,573 51	
Rent of depot	10,000 00	\$14,844 51

Net income from all sources \$20,400 06

Payments from net income, as follows, viz.:

Dividends declared, 3 per cent on capital stock..... 22,854 00

Deficit for year ending September 30, 1886 \$2,458 94

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$2,458 94	
Deficit up to September 30, 1885.....	449,893 94	\$452,347 08
Settlement of suits for injuries sustained in 1884.....		7,891 51
Total deficit September 30, 1886		\$460,238 59

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers..... \$222,954 46

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$10,965 37
Repairs of buildings and fixtures.....	101 75
Repairs of cars and other vehicles.....	4,782 47
Repairs of harness and stable equipment.....	2,002 77
Horseshoeing	6,817 17
Renewals of horses and mules.....	17,453 50
Provender (including expense of grinding).....	43,498 23
Salaries of general officers and clerks	5,429 98
Wages of conductors and drivers.....	46,540 13
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	84,813 48
Light and fuel	2,187 11
Water tax	444 08
Damages to persons and property.....	5,645 65
Legal expenses.....	4,230 15
Advertising, printing and office expenses.....	637 79
Insurance.....	1,045 00
Removal of snow and ice.....	15 37
Contingencies.....	2,283 36
Car licenses.....	1,040 00
Total operating expenses	\$194,317 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$187,864 57
Cost of equipment	87,100 00
Other permanent investments, as follows, viz.:	
Stock of other companies	760 00
Current liabilities, as follows, viz.:	
Cash on hand	\$19,721 10
Loans	3,750 00
Open accounts	200 00
Supplies on hand.....	2,665 80
Profit and loss (deficiency).....	28,234 99
	460,238 59
	\$761,000 00

LIABILITIES.

Capital stock..... \$761,000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Fulton street to One Hundred and Twenty-fifth street.....	8
Second track on main line.....	8
Total length of all tracks and sidings owned	16

Weight of rail per yard	45 and 60 lbs.
Gauge of track.....	4 feet 8½ in.
Number of box cars.....	57
Horses and mules.....	582
Schedule time making trip one way.....	1 hour 20 min.
Cars run.....	Every 4 min.
Rate of fare per passenger.....	5 cts.
Number of passengers carried in cars during year.....	4,459,089
Average number of employees (including officials), during year	168

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
General officers.....	\$1,750 00
Clerks.....	8,789 98

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers	10	\$2 00
Starters.....	9	2 00
Watchmen	10	1 80
Switchmen	10	1 75
Roadmen	10	1 85
Hostlers.....	10	1 75
Horseshoers.....	10	8 00
Oilers.....	10	2 00
Lamp men and car cleaners.....	10	1 75

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	5	1	6
Other than passengers or employees.....	3	1	4
Total	8	2	10

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM H. HAYS.....	President.....	New York city.
JAMES AFFLECK	Secretary and Treasurer.....	Yonkers, N. Y.
HERMAN B. WILSON.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM H. HAYS	New York city.
GEORGE LAW	New York city.
PAUL N. SPOFFORD	New York city.

<i>Name.</i>	<i>Residence.</i>
OTIS W. RANDALL.....	New York city.
EDWARD ST. J. HAYS.....	New York city.
JOSEPH J. O'DONOHUE.....	New York city.
HEMAN B. WILSON.....	New York city.
JOSEPH H. GODWIN.....	New York city.
G. GRANVILLE WRIGHT.....	Cambridge, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
WILLIAM RAVESTEYN.....	Brooklyn, N. Y.
JAMES AFFLECK.....	Yonkers, N. Y.
JAMES G. AFFLECK.....	Yonkers, N. Y.

Title of company, Ninth Avenue Railroad Company.

General offices, Fifty-fourth street and Ninth avenue, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Monday in January.

For information concerning this report, address James Affleck, 259 Fifth avenue, New York city.

NORTH AND EAST GREENBUSH.

(Date of charter, May 10, 1873.)

Organized under chapter 483, Laws of 1873. Commenced running cars over part of road then completed December 19, 1885. The road not fully completed.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	500	\$50,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Date.	When payable.	
First mortgage bonds.....	May 1, 1911	p. c. 5	May & Nov.	\$30,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Total cost up to Sept 30, 1886.
Roadbed, superstructure and rails.....	\$10,686 64
Right of way	1,500 00
Buildings and fixtures.....	1,369 63
Interest and discount charged to construction	526 64
Capital stock charged to construction.....	50,000 00
Discount on bonds charged to construction.....	7,181 63
Total cost of road.....	\$71,264 93

NORTH AND EAST GREENBUSH.

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EQUIPMENT.	
Horses.....	\$8,980 00
Harness.....	883 94
Cars.....	8,621 25
Total cost of equipment.....	\$8,485 19
Grand total cost of road and equipment.....	\$79,750 12

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$7,181 87
Less operating expenses (excluding all taxes).....	6,535 07
Net earnings from operation.....	\$646 80
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$17 64
Interest on funded debt due and accrued.....	422 40
	440 04
Surplus for year ending September 30, 1886.....	\$206 76

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$7,181 87

OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$289 59
Repairs of buildings and fixtures.....	
Repairs of cars and other vehicles.....	
Repairs of harness and stable equipment.....	
Horseshoeing.....	398 80
Provender (including expense of grinding).....	1,550 76
Salaries of general officers and clerks.....	4,297 12
Wages of conductors and drivers.....	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	9 45
Light and fuel.....	
Insurance.....	89 35
Total operating expenses.....	\$6,535 07

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$71,264 98
Cost of equipment.....	8,485 19
<i>Other permanent investments, as follows, viz.:</i>	
Turn table.....	250 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	98 58
	\$80,093 65
LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	29,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	422 40
Open accounts.....	484 49
Profit and loss (surplus).....	206 76
	\$80,093 65

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway, owned by company, single track, main line.....	1.7 miles.
Gauge of track.....	4 ft. 6 in.
Number of box cars.....	4
Number of open cars.....	2
Horses and mules.....	20
Schedule time making trip one way.....	25 minutes.
Cars run.....	Every 20 min.

Rate of fare per passenger :

*Across bridge.....	6 cents.
In Albany	5 cents.
Number of passengers carried in cars during year.....	110,716
Average number of employees (including officials) during year	12

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Drivers, 5	14	\$1 50
Hostlers, 4.....	12	1 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
A. BLEECKER BANKS.....	President.....	Albany, N. Y.
J. W. GASCOIGNE	Secretary	East Greenbush, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
A. BLEECKER BANKS.....	Albany, N. Y.
A. VAN VECHTEN	Albany, N. Y.
J. F. HUBER	Albany, N. Y.
HENRY FALKE.....	Albany, N. Y.
J. W. ANDREWS.....	Albany, N. Y.
J. E. FREDERICK	Albany, N. Y.
J. W. GASCOIGNE.....	East Greenbush, N. Y.

Title of company, North and East Greenbush Horse Railroad Company.

Address of general offices, 473 Broadway, Albany, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, January 17.

For information concerning this report, address A. Bleecker Banks, President.

OGDENSBURG.

(Articles of association, dated December 19, 1885; filed December 22, 1885.)

Broke ground July 1, 1886. Commenced partial operation August 14, 1886. Road not completed at date of this report.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	700	\$70,000 00	.....
Issued for actual cash.....	250	\$25,000 00	\$22,500 00
Issued on account of construction	20	2,000	2,000 00
Total now outstanding.....	270	\$27,000 00	.....

* By tickets.

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$17,278 82
Buildings and fixtures.....		126 17
Total cost of road.....		\$17,404 99
EQUIPMENT.		
Horses.....		\$1,522 50
Harness.....		171 65
Cars.....		4,280 99
Total cost of equipment.....		\$5,975 14
Grand total cost of road and equipment.....		\$23,380 13

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Built 4.54 miles of road, including about 10-100 miles of sidings and turnouts costing, including stock issued on construction account.....	\$17,278 82
*Built car sheds and stalls in barn.....	126 17
Purchased 6 cars with fare boxes complete.....	4,280 99
Purchased 10 horses.....	1,522 50
Purchased harness for same.....	171 65
Total.....	\$23,380 13

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1,430 80
Less operating expenses (excluding all taxes).....	680 58
Surplus for year ending September 30, 1886.....	\$749 72

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		\$1,430 80
OPERATING EXPENSES.		
Horseshoeing.....		\$21 81
Provender (including expense of grinding).....		175 84
Wages of conductors and drivers.....		254 29
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....		127 14
Light and fuel.....		18 60
Advertising, printing and office expenses.....		79 25
Contingencies.....		4 05
Total operating expenses.....		\$680 58

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$17,404 99
Cost of equipment.....		5,975 14
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....		2,269 59
		\$25,649 72
LIABILITIES.		
Capital stock.....		\$24,900 00
<i>Current liabilities, as follows, viz.:</i>		
Profit and loss (surplus).....		749 72
		\$25,649 72

* Since purchased.

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Railroad Bridge to end of New York avenue.		2.22
Single track, main line, to Rome, Watertown and Ogdensburg depot.....		1.08
Single track, branches, Ford street to Cemetery		1.50
Single track, branches, from Ford street to Ogdensburg and Lake Champlain depot.....		.58
Single track, branches, from Ford street to Ferry.....		.14
Total length of single track on main line and branches.....		4.44
Sidings on main line and branches .....		.10
Total length of all tracks and sidings owned.....		4.54
Weight of rail per yard	20 to 25 lbs.	
Gauge of track	4 feet 5 $\frac{1}{4}$ in.	
Number of box cars	5	
Open cars	1	
Horses and mules.	10	
Schedule time making trip one way.....	20 minutes	
Cars run	Every 30 min.	
Rate of fare per passenger	*5 cents	
Number of passengers carried in cars during year	About 29,000	
Average number of employees (including officials) during year.....	5	

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors, when needed.....	12	\$1.25
Drivers.....	12	1.25
Hostlers	12	1.00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM H. DANIELS.....	President.....	Ogdensburg, N. Y.
E. A. NEWELL.....	Secretary.....	Ogdensburg, N. Y.
A. E. SMITH	Treasurer	Ogdensburg, N. Y.
H. B. HOWARD.....	Managing Director.....	Ogdensburg, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
W. H. DANIELS.....	Ogdensburg, N. Y.
WM. L. PROCTOR.....	Ogdensburg, N. Y.
H. B. HOWARD.....	Ogdensburg, N. Y.
E. A. NEWELL	Ogdensburg, N. Y.
W. A. EGERT	Ogdensburg, N. Y.
R. E. WATERMAN.....	Ogdensburg, N. Y.
JOHN M. KELLOGG.....	Ogdensburg, N. Y.

Title of company, Ogdensburg Street Railway Company.

Address of general offices, Ogdensburg, N. Y.

Date of stockholders' annual meeting, third Tuesday in February.

For information concerning this report, address A. E. Smith, Treasurer.

* Six tickets for 25 cents; children, 8 cents.

OLEAN.

(Date of charter, March 1, 1880.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	160	\$16,000	.....
Issued for actual cash and now outstanding.	100	10,000	\$10,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails		\$8,815 38
Buildings and fixtures.....		987 99
Total cost of road.....		\$9,803 87
EQUIPMENT.		
Horses		\$1,110 00
Harness		382 95
Cars		1,900 00
Wagons, trucks, snow plows, etc		515 81
Total cost of equipment.....		\$3,858 76
Grand total cost of road and equipment.....		\$13,662 18

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$7,001 16
Less operating expenses (excluding all taxes).....		5,785 77
Gross income from all sources		\$1,215 89
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$114 96	
Taxes on earnings and capital stock.....	15 00	
Taxes other than above.....	17 48	
		147 44
Net income from all sources		\$1,067 95
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 10 per cent on capital stock		1,000 00
Surplus for year ending September 30, 1886.....		\$67 95

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$67 95
Surplus up to September 30, 1885.....	4,951 44
Total surplus September 30, 1886	\$5,019 39

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$4,652 58
Expressage.....	2,849 58
Total gross earnings.....	\$7,001 16

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$328 37
Repairs of buildings and fixtures.....	37 64
Repairs of cars and other vehicles.....	175 80
Repairs of harness and stable equipment.....	26 50
Horseshoeing.....	97 51
Removal of snow and ice.....	32 02
Provender (including expense of grinding).....	599 53
Salaries of general officers and clerks.....	1,320 00
Wages of conductors and drivers.....	1,626 63
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	312 00
Light and fuel.....	44 04
Water tax.....	19 00
Damages to persons and property.....	369 31
Legal expenses.....	100 00
Advertising, printing and office expenses.....	83 65
Insurance.....	34 50
Contingencies.....	74 26
Total operating expenses.....	\$5,785 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Cost of road.....	\$9,803 87
Cost of equipment.....	3,853 76
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,657 23
Supplies on hand.....	204 79
	\$15,554 15

LIABILITIES.

Capital stock.....	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	426 27
Profit and loss (surplus).....	5,127 83
	\$15,554 15

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from South street to Erie depot.....		1.25
Sidings on main line.....		.09
Total length of all tracks and sidings owned.....		1.34
Weight of rail per yard.....	25 lbs.	
Gauge of track.....	3 ft. 6 in.	
Number of box cars.....	3	
Horses and mules.....	7	
Schedule time making trip one way.....	20 minutes.	
Cars run.....	Every half hour.	
Rate of fare per passenger.....	3, 5 and 6 cts.	
Number of passengers carried in cars during year.....	116,314	
Average number of employees (including officials) during year.....	7	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

	Annual salary.
Superintendent.....	\$1,080 00
Assistant Secretary and Treasurer.....	240 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	8	\$1 33 1-3
Express.....	10	1 33 1-3
Hostler.....	10	1 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
M. B. FOBES	President and Superintendent....	Olean, N. Y.
M. W. BRUSH.....	Secretary and Treasurer.....	Olean, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
M. W. BRUSH.....	Olean, N. Y.
R. O. SMITH	Olean, N. Y.
C. S. CAREY.....	Olean, N. Y.
M. B. FOBES.....	Olean, N. Y.
THOS. GILLIGAN.....	Olean, N. Y.
M. B. BUNNELL.....	Olean, N. Y.
W. M. IRISH.....	Olean, N. Y.

Title of company, Olean Street Railway Company.

Address of general offices, Olean, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address Olean Street Railway Company.

ONEIDA.

(Date of charter, May 14, 1885.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	\$15,000	\$13,500

FUNDED DEBT.

DESIGNATION OF LIEN.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
	Rate.	When payable.		
Notes.....	p.c 6	.....	\$1,800	\$1,800

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$235 27
Repairs of buildings and fixtures.....	27 04
Repairs of cars and other vehicles.....	175 80
Repairs of harness and stable equipment.....	28 20
Horseshoeing.....	97 51
Removal of snow and ice.....	22 02
Provender (including expense of grinding).....	399 13
Salaries of general officers and clerks.....	1,320 00
Wages of conductors and drivers.....	1,626 43
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	819 40
Light and fuel.....	44 04
Water tax.....	19 00
Damages to persons and property.....	243 21
Legal expenses.....	100 00
Advertising, printing and office expenses.....	88 43
Insurance.....	24 50
Contingencies.....	74 26
Total operating expenses.....	\$5,755 77

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.

Cost of road.....	\$9,808 27
Cost of equipment.....	2,554 78
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	1,687 23
Supplies on hand.....	204 79
	\$15,554 15

LIABILITIES.

Capital stock.....	\$10,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	424 27
Profit and loss (surplus).....	5,127 28
	\$15,554 15

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from South street to Erie depot.....	1.35
Sidings on main line.....	.29
Total length of all tracks and sidings owned.....	1.64
Weight of rail per yard.....	25 lbs.
Gauge of track.....	3 ft. 6 in.
Number of box cars.....	1
Horses and mules.....	1
Schedule time making trip one way.....	20 minutes
Cars run.....	Every half hour.
Rate of fare per passenger.....	3, 5 and 8 cts.
Number of passengers carried in cars during year.....	116,314
Average number of employees (including officials) during year.....	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

	Annual salary.
Superintendent.....	\$1,000 00
Assistant Secretary and Treasurer.....	250 00

OLEAN.

913

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	8	\$1 33 1-3
Express.....	10	1 33 1-3
Hostler.....	10	1 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
M. B. FOBES	President and Superintendent.....	Olean, N. Y.
M. W. BRUSH.....	Secretary and Treasurer	Olean, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
M. W. BRUSH.....	Olean, N. Y.
R. O. SMITH.....	Olean, N. Y.
C. S. CAREY.....	Olean, N. Y.
M. B. FOBES.....	Olean, N. Y.
THOS. GILLIGAN.....	Olean, N. Y.
M. B. BUNNELL.....	Olean, N. Y.
W. M. IRISH.....	Olean, N. Y.

Title of company, Olean Street Railway Company.

Address of general offices, Olean, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Tuesday in September.

For information concerning this report, address Olean Street Railway Company.

ONEIDA.

(Date of charter, May 14, 1885.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	300	\$15,000	\$13,500

FUNDED DEBT.

DESIGNATION OF LIEN.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
	Rate.	When payable.		
Notes.....	p.c 6	.....	\$1,800	\$1,800

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year September 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure and rails.....	\$873 22	\$11,635 70
EQUIPMENT.		
Horses.....	\$150 00	\$1,043 00
Harness.....	29 45	119 49
Cars.....	1,014 89	3,401 34
Snow plows.....	50 00	50 00
Total cost of equipment.....	\$1,243 84	\$4,635 33
Grand total cost of road and equipment.....	\$2,117 06	\$16,261 53

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Cash for paving and completing road.....	\$873 22
One new car, stoves, snow scraper, etc.....	1,014 85
Harness, blankets, etc.....	29 49
Snow plow.....	50 02
Horse.....	150 00
Total.....	\$2,117 06

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$4,177 82
Less operating expenses (excluding all taxes).....	2,752 30
Net earnings from operation.....	\$1,425 52
<i>Income from other sources, as follows, viz.:</i>	
Advertising.....	95 82
Gross income from all sources.....	\$1,521 34
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$75 50
Taxes on earnings and capital stock.....	8 80
Interest on funded debt due and accrued.....	35 10
	119 40
Surplus for year ending September 30, 1886.....	\$400 94

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$400 94
Surplus up to September 30, 1885.....	677 80
Total surplus September 30, 1886.....	\$1,078 74

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

Passengers.....	\$4,177 82
-----------------	------------

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$40 50
Repairs of harness and stable equipment.....	29 45
Horseshoeing.....	194 90
Provender (including expense of grinding).....	681 73
Salaries of general officers and clerks.....	375 00
Wages of conductors, drivers and hostlers.....	2,013 00

ONEIDA.

915

Light and fuel.....	\$69 01
Water tax	87 21
Removal of snow and ice	42 80
Insurance	50 00
Advertising, printing and office expenses.....	59 21
Contingencies.....	327 28
Total operating expenses	\$8,752 85

GENERAL BALANCE SHEET SEPTEMBER 30, 1896.

ASSETS.	
Cost of road	\$11,625 70
Cost of equipment.....	4,635 83
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	116 55
	\$16,378 08
LIABILITIES.	
Capital stock.....	\$13,500 00
Funded debt.....	1,800 00
Profit and loss (surplus).....	1,078 08
	\$16,378 08

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, single track, main line, from Oneida to West Shore Railroad.....	1.50 miles
Weight of rail per yard	47 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars.....	8
Horses	6
Schedule time making trip one way.....	20 minutes.
Cars run	Every 20 min.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars during year	90,018
Average number of employees (including officials), during year	4

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.		Annual salary.
Secretary and Treasurer		\$300 00
Superintendent		840 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per month.
Drivers.....	10	\$87 50
Hostlers.....	10	80 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
W. J. HICKOX.....	President.....	Oneida, N. Y.
W. E. NORTHRUP.....	Secretary and Treasurer	Oneida, N. Y.
CHARLES BONTA.....	Superintendent.....	Oneida, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
W. J. HICKOX	Oneida, N. Y.
C. W. CHAPPELL.....	Oneida, N. Y.
H. W. CARPENTER.....	Oneida, N. Y.

<i>Name.</i>	<i>Residence.</i>
JNO. E. STONE	Oneida, N. Y.
A. G. STEPHENS.....	Oneida, N. Y.
J. W. WARNER.....	Oneida, N. Y.
W. A. STONE	Oneida, N. Y.
H. S. KLOCK.....	Oneida, N. Y.
W. E. NORTHRUP	Oneida, N. Y.

Title of company, Oneida Railway Company.

Address of general offices, Oneida, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in October.

For information concerning this report, address W. E. Northrup, Secretary and Treas.

OSWEGO.

(Date of charter, May 7, 1885.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding	400	\$20,000	\$19,455

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bond and mortgage	July 1, 1896	p.c. 5	Jan. and July.	\$10,000	\$5.00

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Road-bed, superstructure and rails.....	\$355 60	\$13,257 14
Real estate		377 47
Buildings and fixtures.....		2,413 56
Interest and discount charged to construction		185 91
Total cost of road.....	\$355 60	\$16,184 08

COST OF ROAD AND EQUIPMENT.—(Continued).

EQUIPMENT	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses		\$3,885 00
Harness		421 61
Cars		4,027 80
Snow plows		412 18
Total cost of equipment		\$8,745 99
Grand total cost of road and equipment	\$355 60	\$24,926 97

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Paid for rails, turnout	\$145 00
Paid for labor, turnout	71 50
Paid for repaving, turnout	125 40
Paid for ties, etc., turnout	13 70
Total	\$355 60

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$9,226 93
Less operating expenses (excluding all taxes)	9,812 56
Net earnings from operation	\$585 63
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	177 89
Deficit for year ending September 30, 1886	\$763 02

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$763 02
Surplus up to September 30, 1885	1,080 16
Total surplus September 30, 1886	\$267 14

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$9,161 98
Advertising in cars	65 00
Total gross earnings	\$9,226 93

OPERATING EXPENSES.

Repairs of roadbed and track	\$509 16
Repairs of buildings and fixtures	26 44
Repairs of cars and other vehicles	202 15
Repairs of harness	17 07
Horseshoeing	324 02
Provender (including expense of grinding)	2,630 55
Salaries of general officers and clerks	1,620 75
Wages of conductors and drivers	2,160 89
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	1,525 84
Light and fuel	144 10
Water tax	76 56
Damages to persons and property	5 00
Advertising, printing and office expenses	222 81

Insurance	\$107 00
Removal of snow and ice	137 34
<i>Contingencies:</i>	
Oil and waste	49 82
Supplies	54 56
Total operating expenses	\$9,312 54

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$16,150 97
Cost of equipment	8,745 79
<i>Current assets, as follows, viz.:</i>	
Cash on hand	2 47
Supplies on hand	55 20
Amount due and unpaid on capital stock	245 00
	\$25,329 54
LIABILITIES.	
Capital stock	\$20,000 00
Funded debt	5,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	62 50
Profit and loss (surplus)	267 14
	\$25,329 64

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from East Tenth street to West Third avenue.....	1.77
Single track, branches, from West First and Bridge streets to West First and Utica streets.....	.26
Total length of single track on main line and branches.....	2.03
Weight of rail per yard.....	45 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	5
Horses and mules	25
Cars run	Every 10 min.
Rate of fare per passenger.....	4 and 5 cents.
Number of passengers carried in cars during year.....	193,435
Average number of employees (including officials) during year.....	9

SALARIES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.		Annual salary.
Superintendent.....		\$600 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Drivers.....	15 to 17	\$1 33½
Starters	15 to 17	1 33½
Watchmen	14	1 00
Hostlers.....	15	1 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JAMES F. JOHNSON.....	President.....	Oswego, N. Y.
H. L. HART.....	Secretary.....	Oswego, N. Y.
ALBERT HIMES.....	Treasurer	Oswego, N. Y.
W. S. TURNER.....	Superintendent.....	Oswego, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAMES F. JOHNSON.....	Oswego, N. Y.
JAMES DOWDLE.....	Oswego, N. Y.
JAMES SUTTON.....	Oswego, N. Y.
JAMES C. DONNELLY.....	Oswego, N. Y.
JOHN K. POST.....	Oswego, N. Y.
H. D. McCAFFREY.....	Oswego, N. Y.
F. A. EMERICK.....	Oswego, N. Y.
F. LEWIS SMITH.....	Oswego, N. Y.
R. J. OLIPHANT.....	Oswego, N. Y.
P. W. CULLINAN.....	Oswego, N. Y.
HAYNES L. HART.....	Oswego, N. Y.
ALBERT HIMES.....	Oswego, N. Y.

Title of company, Oswego Street Railway Company.

Address of general offices, Oswego, N. Y.

Date of stockholders' annual meeting, last Monday in April.

For information concerning this report, address Albert Himes, Treasurer.

PARK AVENUE (Binghamton).

OPERATED BY WASHINGTON STREET AND STATE ASYLUM RAILROAD COMPANY.

(Date of charter, May 6, 1882.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	400	\$10,000	.....
Issued for actual cash and now outstanding.	140	3,500	\$3,500

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Roadbed, superstructure and rails..... \$3,500 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road..... \$3,500 00

LIABILITIES.

Capital stock..... \$3,500 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Weight of rail per yard..... 20 lbs.
Gauge of track..... 4 feet.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
E. ROSS.....	President.....	Binghamton, N. Y.
EDWARD A. MATTHEWS.....	Secretary.....	Binghamton, N. Y.
F. E. ROSS.....	Treasurer.....	Binghamton, N. Y.

DIRECTORS OF THE COMPANY.

<i>Names.</i>	<i>Residence.</i>
ERASTUS ROSS.....	Binghamton, N. Y.
ALONZO C. MATTHEWS.....	Binghamton, N. Y.
DAVID L. BROWNSON.....	Binghamton, N. Y.
BURTON M. BARCOCK.....	Binghamton, N. Y.
EDWARD A. MATTHEWS.....	Binghamton, N. Y.
FREDERICK E. ROSS.....	Binghamton, N. Y.
ELI MESKER.....	Binghamton, N. Y.
DUNCAN R. GRANT.....	Binghamton, N. Y.
JOHN EVANS.....	Binghamton, N. Y.
J. S. MATTHEWS.....	Binghamton, N. Y.
MATTHEW HAYES.....	Binghamton, N. Y.
DELANCEY M. HALBERT.....	Kansas City, Mo.

Title of company, Park Avenue Railroad Company.

General offices at Binghamton, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address E. Ross, President.

PROSPECT PARK AND CONEY ISLAND (Brooklyn).

(Date of charter, October 9, 1874.)

For history of organization, see Report of 1885.

On the first of January, 1886, this company leased for the full term of its corporate existence, to the Atlantic Avenue Railroad Company of Brooklyn, all its horse car railroads, rights and properties in the city of Brooklyn already constructed, or that it had a legal right to construct, or any right that it might thereafter acquire to construct a horse car railroad through or upon any of the streets or avenues in the city of Brooklyn, for the annual net rental or sum of twenty-one thousand dollars (\$21,000), payable semi-annually, free and clear and exclusive of all taxes, assessments, costs, expenses, insurance and charges of every kind or nature whatsoever, as more fully appears by a certain indenture, lease and agreement between the said Prospect Park and Coney Island Railroad Company and the Atlantic Avenue Railroad Company, made and executed December 9, 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter and now outstanding	2, 500	\$250, 000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds, first issue.	Oct. 1, 1894	$\frac{7}{8}$	Jan. & July	\$500,000	\$500,000
Mortgage bonds, second issue: amount authorized, and issued \$500,000.....	Feb. 1, 1926	6	Feb. & Aug.	257,000	257,000
*Income bonds.....	May 1, 1920	6	May & Nov.	250,000	
				\$1,007,000	\$757,000

* Interest payable only out of the net earnings of each year after the payment of interest on prior bonded indebtedness, which interest is not cumulative.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure, and rails.....	\$15,417 82	\$163,288 69
Bridges.....	9,608 39	23,697 62
Right of way and fencing.....	1,258 43	19,815 39
Real estate, buildings and fixtures.....	13,615 74	199,785 63
Interest and discount charged to construction.....		300,000 00
Total cost of road.....	\$39,860 38	\$1,005,587 33
EQUIPMENT.		
Horses.....		\$34,325 00
Harness.....		4,190 06
Cars.....	\$1,814 23	89,446 38
Locomotives.....		88,602 48
Wagons, trucks, snow plows, sleighs.....		3,700 00
Total cost of equipment.....	\$1,814 23	\$170,268 92
Grand total cost of road and equipment.....	\$41,704 61	\$1,175,851 25

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

A new passenger coach.....	\$1,814 23
Centre track, east car house, West Brighton.....	256 45
Fencing and train platforms, Van Siclen station.....	662 49
West Brighton plaza improvement.....	216 07
Changes of rails, Kings highway.....	1,525 49
Second track, Eighty-sixth street to West Brighton yard, including connections, except trestle construction.....	6,842 62
New trestle construction.....	9,089 03
Improvements to trestle.....	514 36
Improvements at West Brighton depot.....	264 00
Reroofing Brooklyn depot betterment.....	680 00
East connection with Long Island Railroad at Parkville.....	1,029 93
Station and turnout, double track, at Brooklyn Jockey Club grounds.....	7,874 87
Changes of west train yard for Long Island Railroad service.....	694 62
Rebuilding train platform west yard Coney Island.....	263 80
Fence changes and new signs, Bay Ridge route.....	132 55
Real estate purchased at Coney Island.....	7,675 21
Second track, West Brighton yard to Gunthers.....	1,194 59
New train platforms and improvements on old.....	551 13
New crossings and signs on Coney Island.....	177 08
Improvement at dock, Coney Island.....	52 97
Grading at Eighty-sixth street.....	470 00
New turn-table work at Coney Island.....	133 23
Sundry small betterments.....	89 79
Total.....	\$41,704 61

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$155,287 16
Less operating expenses (excluding all taxes).....	119,188 09
Net earnings from operation.....	\$36,099 07
<i>Income from other sources, as follows, viz.:</i>	
Rent nine months for horse car division from January 1st, from the Atlantic Avenue Railroad Company.....	\$15,750 00
Rents, privileges, etc.....	17,853 96
	33,108 96
Gross income from all sources.....	\$69,208 03

<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$4,041 92	
Taxes on earnings and capital stock.....	1,458 39	
Taxes other than above.....	465 08	
Interest on funded debt due and accrued.....	87,570 00	
Floating debt (now funded).....	14,571 38	
Rent to New York and Coney Island Railroad Company.....	10,000 00	
		<u>\$68,106 77</u>
Surplus for year ending September 30, 1886.....		<u>\$1,096 26</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886.....		\$1,096 26
Deficit up to September 30, 1885.....	\$85,911 13	
Outstanding claims on previous years' account paid in this year in excess of amount estimated and reserved for same.....	7,591 81	
		<u>43,502 94</u>
Total deficit September 30, 1886.....		<u>\$42,406 68</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		\$152,116 3
From freight.....		8,170 3
Total gross earnings.....		<u>\$155,287 16</u>

OPERATING EXPENSES.		
Repairs of roadbed, track and fencing.....		\$2,927 71
Repairs of buildings, fixtures and machinery.....		3,573 19
Repairs of cars and other vehicles.....		3,720 51
Repairs of harness and stable equipment.....		296 70
Horseshoeing.....		690 00
Train supplies.....		238 54
Provender (including expense of grinding).....		7,195 37
Salaries of general officers and clerks.....		19,163 09
Wages of conductors, drivers and engineers.....		24,428 81
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....		20,195 65
Light and fuel.....		11,242 88
Water tax.....		401 36
Damages to persons and property.....		1,875 06
Legal expenses.....		1,525 47
Advertising, printing and office expenses.....		6,740 19
Insurance.....		3,965 07
Removal of snow and ice.....		73 16
Repairs of locomotives.....		5,422 19
Rent of horse car track.....		423 45
Drugs and medicines.....		4 50
Station supplies.....		193 19
Rent of offices and land.....		2,872 70
Oil and waste.....		2,014 89
Total operating expenses.....		<u>\$119,188 09</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road.....		\$1,005,567 33
Cost of equipment.....		170,263 92
<i>Other permanent investments, as follows, viz.:</i>		
Real estate, Coney Island.....	\$20,000 00	
Land in Brooklyn.....	12,500 00	
		<u>32,500 00</u>
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$25,527 40	
Bills receivable.....	88,146 23	
Open accounts.....	12,029 61	
Supplies on hand.....	2,714 47	

PROSPECT PARK AND CONEY ISLAND.

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Rent from Atlantic Avenue Railroad Company	\$5,250 00	
Sundries	13,230 01	
		\$96,897 71
Profit and loss (deficiency)		42,406 68

\$1,847,655 64

LIABILITIES.

Capital stock		\$250,000 00
Funded debt		1,007,000 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$12,545 00	
Bills payable	61,252 65	
Open accounts	12,571 77	
Sundries	1,786 22	
Rent due to New York and Coney Island Railroad Company	2,500 00	
		90,655 64

\$1,847,655 64

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows.

	Miles.
Single track, main line from Fulton Ferry to West Brighton Beach, Coney Island	9.06
Second track on main line and branches	7.06
Sidings on main line and branches	5.70
Total length of tracks and sidings owned	21.82

Length of railways leased and operated by company, as follows:

Single track between Fulton Ferry and Ninth avenue and Twentieth street ..	1.35
Single track from West Brighton Beach to Coney Island Point	2.41
Total length of single track leased	3.76
Second track and sidings	2.56
Total length of all tracks and sidings leased	6.32
Grand total length of all tracks and sidings owned and leased	28.14

Number of locomotives, four drivers	9
Number of gondola freight cars	11
Weight of rail per yard	45 and 50 lbs.
Gauge of track	4 feet 8½ in.
Number of freight cars	2
Number of horse cars	81
Number of steam passenger cars	44
Number of open horse cars	89
Horses	204

Schedule time making trip one way:

Steam	27 minutes.
Horse	50 minutes.

Cars run:

Horse	2½ to 10 min.
Steam	10 to 60 min.

Rate of fare per passenger:

Horse	8 and 5 cts.
Steam	8 c. per mile.
Number of passengers carried in cars during year	1,224,641
Average number of employees (including officials) during year	104

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.

	Annual salary.
President	\$6,000 00
Treasurer	3,000 00
Secretary	1,000 00
Engineer and Superintendent	8,000 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Machinists, steam line.....	10	\$2 50
Carpenters, steam line.....	10	2 55
Conductors, steam line.....	10	2 50
Engineers, steam line.....	10	3 85½
Firemen, steam line.....	10	1 69
Wipers, steam line.....	12	1 40
Brakemen, steam line.....	10	1 50
Flagmen, steam line.....	12½	1 42
Switchmen, steam line.....	12	1 66
Conductors, horse car line.....	13½	2 08
Drivers, horse car line.....	13½	2 08
Watchmen, horse car line.....	12	1 75
Switchmen, horse car line.....	13	1 50
Starters, horse car line.....	10	1 75
Roadmen, horse car line.....	10	1 50
Hostlers, horse car line.....	10	1 50
Roadmen, steam line.....	10	1 50
Laborers, steam line.....	10	1 40
Sectionmen, steam line.....	.....	1 50

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total
Passengers.....	1	.....	1
Employees.....	1	.....	1
Others.....	1	1	2
Total.....	3	1	4

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
ANDREW R. CULVER.....	President.....	Brooklyn, N. Y.
HIRAM A. FAWN.....	Secretary.....	Brooklyn, N. Y.
ALLAN C. WASHINGTON.....	Treasurer.....	New York city.
RICHARD SCHREMERHORN ...	Engineer and Superintendent	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
ANDREW R. CULVER.....	Brooklyn, N. Y.
ALLAN C. WASHINGTON.....	New York city.
AUSTIN CORBIN.....	New York city.
SIDNEY WEBSTER.....	New York city.
THEO. B. MOORE.....	New York city.
WILLIAM T. REILLY.....	New York city.
FRALEY C. NIEBUHR.....	Brooklyn, N. Y.

Title of company, Prospect Park and Coney Island Railroad Company.

Address of general offices, 16 Court street, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, third Monday in September.

For information concerning this report, address Prospect Park and Coney Island Railroad Company.

PROSPECT PARK AND CONEY ISLAND (Brooklyn).

LESSEE.

(Horse car division in city of Brooklyn.)

OPERATED BY ATLANTIC AVENUE OF BROOKLYN

Report of lessee from January 1 to September 30, 1886.

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Real estate mortgage	In 2 years.	p.c. 6	June & Dec.	\$5,000 00	\$5,000 00

COST OF ROAD AND EQUIPMENT.

Road.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.		\$4,583 18
Real estate		28,300 00
Total cost of road		\$27,883 18
EQUIPMENT.		
Horses		\$3,108 50
Wagons, trucks, snow plows, sleighs		700 00
Total cost of equipment.		\$3,808 05
Grand total cost of road and equipment		\$31,691 68

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Amount expended on new cable road on Park avenue and other streets . . .	\$4,583 18
Real estate, expended for lots for depots for new extensions.	28,300 00
Horses, increased value.	3,108 50
Wagons, trucks, etc., expended for new snow sweeper in exchange for old one	700 00
Total.	\$31,691 68

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.	\$83,835 68
Less operating expenses (excluding all taxes).	69,311 45
Net earnings from operation	\$14,524 23
<i>Income from other sources, as follows, viz.:</i>	
Rent received for track.	509 59
Rent received for real estate	352 50
Gross income from all sources.	\$15,886 30
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings.	\$419 18
Interest on funded debt due and accrued.	166 67
Rent paid for leased line.	15,750 00
Interest on mortgages.	70 14
	16,405 99
Deficit for year ending September, 30, 1886	\$1,019 69

*ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$82,825 68
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$1,103 22
Repairs of buildings and fixtures.....	401 76
Repairs of cars and other vehicles.....	3,548 90
Repairs of harness and stable equipment.....	1,550 79
Horseshoeing.....	1,799 54
Renewals of horses.....	6,861 90
Provender (including expense of grinding).....	13,904 06
Salaries of general officers and clerks.....	1,415 50
Wages of conductors and drivers.....	22,865 14
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	11,136 04
Light and fuel.....	922 50
Water tax.....	130 33
Damages to persons and property.....	759 50
Legal expenses.....	6 45
Advertising, printing and office expenses.....	164 67
Insurance.....	1,179 67
Removal of snow and ice.....	211 45
Detectives.....	359 26
Rent paid for track.....	680 38
Total operating expenses.....	\$69,311 45

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$37,883 15
Cost of equipment.....	2,908 50
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$443 08
Open accounts.....	661 07
Supplies on hand.....	209 02
Profit and loss (deficiency).....	1,313 13
	1,019 00
	\$34,094 43
LIABILITIES.	
Funded debt.....	\$5,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$166 67
Bills payable.....	19,750 00
Open accounts.....	9,107 82
	39,024 49
	\$34,094 43

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Weight of rail per yard.....	45 and 50 lbs.
Gauge of track.....	4 ft. 3½ in.
Number of close cars, one horse..	30
Open cars.....	40
Horses.....	217
Schedule time making trip one way.....	45 minutes.
Cars run.....	Every 6 min.
Rate of fare per passenger.....	3 and 5 cts.
Number of passengers carried in cars during nine months.....	1,788,473
Average number of employees (including officials) during nine months.....	50

* Did not begin to operate under lease until January 1, 1886.

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers.....	11½	\$2 00
Starters.....	10	2 00
Watchmen.....	12	1 86
Roadmen.....	10	1 80
Hostlers.....	10	1 75
Tow boys.....	10	1 00
Receivers.....	8	2 25

NUMBER OF ACCIDENTS.

Passengers injured	5
Others than passengers or employees injured.....	2
Total.....	7

Address of general offices, Atlantic avenue corner Third avenue, Brooklyn.

Date of close of fiscal year, December 30.

For information concerning this report, address William J. Richardson.

PROSPECT PARK AND FLATBUSH (Brooklyn).

LESSOR.

LESSEE — GRAND STREET, PROSPECT PARK AND FLATBUSH.

(Date of charter, October 30, 1875.)

This road was chartered October 30, 1875, and was leased to the Grand Street, Prospect Park and Flatbush Railroad Company for the term of five years, ending May 1, 1886, the said lessee agreeing to keep the roadbed in good order and pay all taxes, assessments and water rates levied during the term.

The said Grand Street, Prospect Park and Flatbush Railway Company operated said road under said lease up to May 1, 1886, and will report the operations to that date in their report.

At the expiration of said lease the lessees declined to renew the same, and, after considerable negotiations with other roads in relation to a lease of the same without any result, it became necessary to elect a new board of directors and make arrangements to repair the track and procure equipment for the same preparatory to the operation of the road, for which purpose it was necessary to borrow money upon the bonds of the company. These arrangements were not consummated until after the first day of October, 1886, and the transactions of the company in respect to the same will appear in the next annual report.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	500	\$50,000	\$50,000

COST OF ROAD.

	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$25,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Rent of track from October 1, 1885, to May 1, 1886	\$350 00
<i>Payments from net income, as follows, viz.:</i>	
Dividend declared, 1.96 per cent on capital stock.....	950 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	
Single track, main line, from Flatbush avenue to Greenwood Cemetery	1.50
Second track on main line and branches.....	1.30
Total length of all tracks and sidings owned..	3.00
Weight of rail per yard	34 lbs.
Gauge of track.....	4 ft. 3 1/2 in.
Schedule time making trip one way.....	15 min.
Cars run.....	Every 15 min.
Rate of fare per passenger.....	5 cents.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN G. JENKINS.....	President	Brooklyn, N. Y.
WALTER G. HOWEY	Secretary and Superintendent....	Brooklyn, N. Y.
THEODORE F. JACKSON.....	Treasurer	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN G. JENKINS	Brooklyn, N. Y.
THEODORE F. JACKSON.....	Brooklyn, N. Y.
ALEXANDER FRAZER.....	New York city.
WALTER G. HOWEY.....	Brooklyn, N. Y.
THOMAS ENNIS.....	Brooklyn, N. Y.
SAMUEL PARKHILL	Brooklyn, N. Y.
LOTTIS W. O'BERRY	Brooklyn, N. Y.

Title of company, Prospect Park and Flatbush Railroad Company.

General offices at 45 Broadway, Brooklyn, N. Y.

Date of close of fiscal year, September 30.

For information concerning this report, address Theo. F. Jackson, Treasurer.

RICHMOND COUNTY (Staten Island).

(Date of charter, March 2, 1885.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	1,500	\$150,000	
Issued on account of construction and now outstanding.....	500	\$50,000	\$50,000

RICHMOND COUNTY.

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FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds.	1915	p. c. 6	June & Dec.	\$50,000	\$50,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Purchase of constructed road.....		\$34,708 33
EQUIPMENT.		
Horses.....		\$6,580 00
Harness		578 42
Cars.....		6,583 25
Wagons, trucks, snow plows, etc.....		1,600 00
Total cost of equipment.....		\$15,291 67
Grand total cost of road and equipment.....		\$100,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$9,610 67
Less operating expenses (excluding all taxes).....		6,680 71
Gross income from all sources.....		\$2,929 96
<i>Deductions from income, as follows, viz.:</i>		
Taxes on earnings and capital stock.....	\$74 61	
Interest on funded debt due and accrued	1,410 00	
		1,484 61
Surplus for year ending September 30, 1886.....		\$1,445 35

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		\$9,556 67
From stage and mails.....		54 00
Total gross earnings.....		\$9,610 67
OPERATING EXPENSES.		
Repairs of roadbed and track.....		\$395 51
Repairs of harness and stable equipment.....		135 43
Horseshoeing.....		600 94
Provender (including expense of grinding)		2,730 29
Wages of conductors and drivers.....		2,094 65
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....		318 50
Light and fuel.....		77 70
Advertising, printing, and office expenses.....		198 19
Insurance.....		24 75
Veterinary.....		106 75
Total operating expenses		\$6,680 71

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road		\$34,708 33
Cost of equipment.....		15,291 67

REPORT OF THE RAILROAD COMMISSIONERS.

Other permanent investments, as follows, viz.:

Tools and fixtures.....		\$187 59
Stable extension		126 00
Indicators		50 00
<i>Current assets, as follows, viz.:</i>		
Cash on hand.....	\$959 46	
Open accounts.....	122 00	
		1,081 46
		<u>\$101,445 85</u>

LIABILITIES.

Capital stock.....	\$50,000 00
Funded debt.....	50,000 00
<i>Current liabilities, as follows, viz.:</i>	
Profit and loss (surplus).....	1,445 35
	<u>\$101,445 35</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from West New Brighton to Eckstein brewery.....	3
Single track, main line, from Stapleton to Concord	2
Total length of single track on main line.....	5
Weight of rail per yard.....	43 and 50 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	2
Open cars	6
Horses and mules	36
<i>Schedule time making trip one way:</i>	
West New Brighton to Branch.....	30 minutes.
Stapleton to Branch.....	20 minutes.
<i>Cars run:</i>	
Summer.....	Every 20 min.
Winter.....	Every 30 min.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	191,133
Average number of employees (including officials) during year.....	8

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Drivers.....	12	\$1 50
Roadmen	12	1 33

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
H. R. DIXON.....	President.....	West New Brighton, S. I., N. Y.
H. DON LESLIE.....	Secretary	West New Brighton, S. I., N. Y.
MONROE ECKSTEIN.....	Treasurer	Castleton Corners, S. I., N. Y.
ROBERT MOORE.....	Superintendent.....	West New Brighton, S. I., N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
H. R. DIXON.....	West New Brighton, S. I., N. Y.
H. DON LESLIE.....	West New Brighton, S. I., N. Y.
ROBERT MOORE	West New Brighton, S. I., N. Y.

<i>Name.</i>	<i>Residence.</i>
RICHARD CHRISTOPHER	West New Brighton, S. I., N. Y.
EDWARD A. MOORE	West New Brighton, S. I., N. Y.
J. H. WELLBROCK	Castleton Corners, S. I., N. Y.
H. WELLBROCK	Castleton Corners, S. I., N. Y.
MONROE ECKSTEIN	Castleton Corners, S. I., N. Y.

Title of company, Richmond County Railroad Company.
 General offices at West New Brighton, S. I., N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, March 26.
 For information concerning this report, address Monroe Eckstein, Treasurer.

ROCHESTER CITY AND BRIGHTON.

(Date of charter, May 31, 1862; amended March 3, 1868.)

For history of organization, see Report of 1895.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued on account of construction, and now outstanding	5,000	\$500,000	\$125,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Oct. 1, 1893	p.c. 7	Oct. & April	\$200,000	\$172,000
Second mortgage bonds	Jan. 1, 1902	6	Jan. & July	331,000	331,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure, rails and right of way	\$30,025 50	\$341,894 84
Real estate and buildings and fixtures	29,363 25	171,312 87
Total cost of road	\$59,388 75	\$513,207 71
EQUIPMENT.		
Horses	\$15,586 17	\$102,513 23
Cars	16,806 68	183,333 76
Total cost of equipment	\$32,342 80	\$240,846 99
Grand total cost of road and equipment	\$91,731 55	\$754,054 70

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Equipment:</i>		
Horses		\$15,536 17
Cars		16,706 43
<i>Real estate, buildings and fixtures:</i>		
North St. Paul street barn	\$12,983 93	
North St. Paul street car house	7,296 19	
Roller mill	3,006 00	
Gas engine, etc.	2,633 13	
Repair shop	3,443 00	
		29,362 25
<i>Roadbed:</i>		
University avenue extended	\$2,715 27	
Lyell avenue extended	981 71	
Jay street extended	2,496 10	
Lake avenue extended	5,412 23	
West avenue, one track	6,646 98	
Central avenue	6,191 73	
North St. Paul street	1,325 01	
Hudson street	1,359 78	
St. Joseph street, finished	1,701 82	
Sundry improvements	1,295 87	
		30,126 50
Total		\$91,731 55

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$374,533 94
Less operating expenses (excluding all taxes)		238,783 43
Net earnings from operation		\$85,750 51
<i>Income from other sources, as follows, viz.:</i>		
Dividends on stock	\$690 00	
Advertising	1,979 21	
Rents	471 25	
		3,140 46
Gross income from all sources		\$88,890 97
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$8,848 99	
Interest on funded debt due and accrued	31,082 50	
		39,931 49
Net income from all sources		\$48,959 48
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 4 per cent on capital stock	\$20,000 00	
Profit and loss (deficit)	2,777 23	
		22,777 23
Surplus for year ending September 30, 1886		\$26,172 25

GENERAL INCOME ACCOUNT.

Total surplus up to September 30, 1886	\$26,172 25
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ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers	\$374,533 94
OPERATING EXPENSES.	
Repairs of roadbed and track	\$26,354 56
Repairs of buildings and fixtures	17,524 32
Interest	4,533 02
Repairs of harness and stable equipment	2,653 91
Horseshoeing	9,163 17
Renewals of horses	11,776 83
Provender (including expense of grinding)	59,643 47
Salaries of general officers and clerks	5,559 99
Wages of conductors and drivers	90,199 88
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	45,722 75
Light and fuel	1,890 08

Water tax.....	\$284 98
Damages to persons and property.....	1,504 09
Legal expenses.....	2,478 00
Advertising, printing and office expenses.....	1,873 88
Insurance.....	1,468 74
Contingencies.....	4,229 17
Straw.....	2,069 92
Total operating expenses.....	\$288,788 63

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$513,207 71
Cost of equipment.....	240,846 99
Unpaid calls.....	875,000 00
<i>Other permanent investments, as follows, viz.:</i>	
Stock in other companies.....	7,510 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	6,663 68
Supplies on hand.....	3,877 68
	\$1,147,106 06
LIABILITIES.	
Capital stock.....	\$500,000 00
Funded debt.....	581,000 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	76,500 00
Mortgages.....	10,400 00
Open accounts.....	3,034 00
Profit and loss (surplus).....	26,172 06
	\$1,147,106 06

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line.....		26.50
Second track on main line.....		9.75
Total length of all tracks and sidings owned.....		36.25
Weight of rail per yard.....	25, 30, 45 and 60 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of cars.....	146	
Horses.....	619	
Schedule time making trip one way.....	5 to 6 miles per hour.	
Cars run.....	From 4 minutes upwards.	
<i>Rates of fare per passenger:</i>		
Adults (11 tickets for 50 cents).....	5 cents.	
Children 5 to 12 years of age (9 tickets for 25 cents).....	8 cents.	
Number of passengers carried in cars during year.....	7,490,480	
Average number of employees (including officials) during year.....	374	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.	Annual salary.
Superintendent, receiver, etc.....	\$5,589 99

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers.....	12	\$1 66 to \$1 88
Starters.....	12	2 00
Watchmen.....	12	1 75
Switchmen.....	12	1 00
Roadmen.....	10	1 50
Hostlers.....	12	1 37

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment	\$50,377 84
<i>Current assets, as follows, viz.</i>	
Cash on hand	35 91
Profit and loss (deficiency)	845 47
	<hr/> \$51,263 22
LIABILITIES.	
Capital stock	\$25,000 00
Funded debt	23,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt accrued	459 53
Accounts payable	1,191 71
Open accounts	1,080 56
	<hr/> \$51,262 22

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company: single track, main line, from Long Island Railroad depot to inlet	1.146 miles.
Weight of rail per yard	47 lbs.
Gauge of track	4 ft. 8½ in.
Number of box cars	3
Open cars	2
Schedule time making trip one way	10 minutes.
Cars run	Every half hour.
Rate of fare per passenger	5 cents.
Number of passengers carried in cars from June 2 to September 30	48,219
Average number of employees (including officials)	5

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors	10	\$1 46
Roadmen		1 5
Superintendent	10	3 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
CHARLES A. CHEEVER	President	89 Fifth Ave., New York city.
JOSEPH T. AUENBACH	Secretary	Cedarhurst, L. I., N. Y.
DAVID L. HAIGHT	Treasurer	2 East 15th st., New York city.
I. HANTZ	Superintendent.	Woodsburgh, L. I., N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
CHARLES A. CHEEVER	New York city.
JOHN D. CHEEVER	New York city.
DAVID L. HAIGHT	New York city.
JOSEPH T. AUERBACH	New York city.
C. FRED. RICHARDS	New York city.
WILLIAM A. WYNN	Far Rockaway, N. Y.
CHRISTOPHER CUNNINGHAM	Brooklyn, N. Y.

Title of company, Rockaway Village Railroad Company.

Address of general office, Far Rockaway, N. Y.

For information concerning this report, address D. L. Haight, Treasurer, Vanderbilt Building, New York city.

SEA CLIFF INCLINED CABLE.

(Date of charter, November 27, 1885.)

Organized October 1, 1885; certificate of incorporation filed in the office of the Secretary of State, November 27, 1885.

Construction of the road was commenced immediately after organization of the company.

Road opened to the public July 3, 1886, and continued in operation until September 13, 1886, when it was closed for the winter season.

The road is a short one, about 478 feet, and was constructed to convey passengers from the dock and shore to the top of the bluff, and is only operated during the summer season.

It is operated by a stationery engine located at the top of the bluff.

The company was incorporated under the General Act.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	\$10,000	.....
Issued for actual cash	605	\$6,050	\$6,050
Issued on account of construction.....	100	1,000	1,000
Total now outstanding.....	705	\$7,050	.....

COST OF ROAD AND EQUIPMENT.

	Road.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$4,684 00
Buildings and fixtures.....		1,500 00
Total cost of road.....		\$6,184 00
	EQUIPMENT.	
Cars.....		\$600 00
Dummies and machinery		3,900 00
Cable.....		378 00
Total cost of equipment		\$4,878 00
Grand total cost of road and equipment.....		\$11,062 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$1,052 94
Less operating expenses (excluding all taxes)	431 38
Surplus for year ending September 30, 1886.....	\$621 56

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

	EARNINGS.
From passengers.....	\$1,052 94
	OPERATING EXPENSES.
Wages of conductors and drivers and engineers on dummy cars.....	\$289 38
Light and fuel.....	112 00
Advertising, printing and office expenses	30 00
Total operating expenses.....	\$431 38

REPORT OF THE RAILROAD COMMISSIONERS.

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$6,194 00
Cost of equipment.....	4,873 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$17 30
	<hr/> \$11,273 30
LIABILITIES.	
Capital stock.....	\$7,050 00
<i>Current liabilities, as follows, viz.:</i>	
Bills payable.....	3,607 74
Profit and loss (surplus).....	621 56
	<hr/> \$11,273 30

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Feet.
Single track, main line from shore to top of bluff.....		473
Second track on main line.....		473
Total length of all tracks and aidings owned.....		<hr/> 946
Weight of rails per yard.....		25 lbs.
Gauge of track.....		4 ft. 6 1/2 in.
Open cars.....		3
Schedule time making trip one way.....		45 seconds.
Cars run.....	Whenever there are passengers to be transported.	5 cents.
Rate of fare per passenger.....		25 for \$1.00
Tickets.....		21, 300
Number of passengers carried in cars during year.....		1
Average number of employees (including officials) during year.....		

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$1 30
Engineers.....	12	2 75

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
L. A. BATTERSHALL.....	President.....	Sea Cliff, N. Y.
W. H. DE PUY.....	Secretary.....	Sea Cliff, N. Y.
CHANCY COMBS.....	Treasurer.....	Sea Cliff, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
L. A. BATTERSHALL.....	Sea Cliff, N. Y.
W. R. DE PUY.....	Sea Cliff, N. Y.
CHANCY COMBS.....	Sea Cliff, N. Y.
J. M. OLDRIN.....	Sea Cliff, N. Y.
T. P. EDWARDS.....	Sea Cliff, N. Y.

Title of company, Sea Cliff Inclined Cable Railway Company.
 Address of general office, Sea Cliff, Queens county, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, first Monday in September.
 For information concerning this report, address W. R. De Puy, Secretary.

SECOND AVENUE (New York City).

(Date of charter, January 21, 1868.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	25,000	\$2,500,000	.....
Issued for actual cash	16,239	\$1,628,900	\$1,628,900
Issued for extension of bonds and legal services.....	2,381	238,100	.....
Total now outstanding	18,620	\$1,862,000	.....

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Consolidated convertible mortgage bonds	May 1, 1888	p.c. 7	May & Nov.	\$367,000	\$780,300
General consolidated mortgage bonds.....	Nov. 1, 1909	5	May & Nov.	733,000	754,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$4,159 39	\$1,942,686 24
Buildings and fixtures.....		13,845 48	950,468 73
Total cost of road.....		\$17,504 87	\$2,893 154 97
EQUIPMENT.			
Horses.....		\$32,274 58	\$235,505 00
Harness.....		800 00	14,154 00
Cars.....			216,273 00
Wagons, trucks, snow plows, sleighs.....		1,461 40	29,114 96
Total cost of equipment		\$34,535 98	\$545,054 96
Grand total cost of road and equipment		\$52,040 85	\$3,438,209 93

REPORT OF THE RAILROAD COMMISSIONERS.

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Amount expended on finishing tracks First Avenue road	\$4, 159 39
Amount expended on addition to our depot building.....	13, 345 48
Amount expended on horses.....	32, 274 58
Amount expended for new harness.....	800 00
Amount expended for snow sweeper and carts.....	1, 461 40
Total.....	<u>\$52, 040 85</u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1, 052, 965 37
Less operating expenses (excluding all taxes).....	<u>725, 214 28</u>
Gross income from all sources	\$327, 771 09
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	} \$42, 000 00
Taxes on earnings and capital stock.....	
Taxes other than above.....	
Interest on funded debt due and accrued.....	
Annual rent.....	90, 163 54
	<u>1, 729 44</u>
	133, 892 98
Net income from all sources.....	\$193, 878 11
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock	<u>186, 200 00</u>
Surplus for year ending September 30, 1886.....	<u>\$7, 678 11</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$7, 678 11
Surplus up to September 30, 1885.....	<u>128, 563 93</u>
Total surplus September 30, 1886	<u>\$136, 242 05</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$1, 052, 965 37
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OPERATING EXPENSES.

Repairs of roadbed and track	\$3, 871 74
Repairs of cars and other vehicles.....	24, 869 31
Repairs of harness and stable equipment	4, 969 33
Horseshoeing	25, 226 35
Renewals of horses and mules.....	36, 568 17
Provender (including expense of grinding)	161, 678 46
Salaries of general officers and clerks	20, 000 04
Wages of conductors and drivers.....	249, 282 39
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	128, 194 32
Light and fuel	6, 513 00
Water tax	1, 500 00
Damages to persons and property.....	18, 800 00
Legal expenses.....	6, 000 00
Advertising, printing and office expenses	2, 531 71
Insurance	6, 000 00
Interest.....	533 30
Contingencies.....	14, 259 13
Oil for cars	900 00
Compensation to city.....	3, 509 94
Total operating expenses	<u>\$725, 214 28</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$2, 893, 154 97
Cost of equipment	<u>545, 054 96</u>

Current assets, as follows, viz.:

Cash on hand.....	\$89,409 14	
Supplies on hand.....	64,373 04	
Sundries	75,369 08	
		\$209,151 26
		<u>\$3,647,361 19</u>

LIABILITIES.

Capital stock.....	\$1,862,000 00	
Funded debt.....	1,600,000 00	
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt due and accrued.....	\$40,558 30	
Open accounts	8,560 86	
		49,119 16
Profit and loss (surplus).....		186,242 03
		<u>\$3,647,361 19</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company as follows:

	Miles.
Single track, main line, from Harlem River to Peck Slip	8
Single track, branches, from Astor Place, Worth street and Eighty-sixth street	2
Single track, branches, from Harlem River to Fifty-ninth street and First avenue	3.5
Total length of single track on main line and branches	13.5
Second track on main line and branches.....	13.5
Sidings on main line and branches.....	1
Total length of all tracks and sidings owned.....	<u>28</u>

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	177
Open cars	140
Horses and mules.....	1,969
Schedule time making trip one way	1 hour 20 min.
Cars run.....	From 1½ to 15 min.
Rate of fare per passenger.....	5 cts.
Number of passengers carried in cars during year.....	21,059,717
Average number of employees (including officials) during year.....	<u>600</u>

SALARIES AND WAGES OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Annual salary.

President.....	\$14,000 00
Treasurer.....	8,000 00
Secretary.....	8,000 00
Receivers.....	1,000 00
Clerk.....	<u>700 00</u>

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	2 10
Watchmen.....	12	1 75
Switchmen.....	12	1 75
Roadmen.....	12	1 75
Hostlers.....	12	1 75
Hill boys.....	12	1 80
Car cleaners.....	12	1 75

REPORT OF THE RAILROAD COMMISSIONERS.

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	6	.....	6
Others.....	3	2	5
Total.....	9	2	11

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM S. THORN.....	President.....	New York city.
JOHN B. UNDERHILL.....	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM S. THORN.....	New York city.
WALDO HUTCHINS.....	New York city.
PETER SCHNEIDER.....	New York city.
JAMES EVERARD.....	New York city.
ROBERT WILLETS.....	Bayside, L. I., N. Y.
JULIUS WADSWORTH.....	New York city.
O. SCHWARZWAEELDER.....	New York city.
HENRY K. SHELTON.....	Brooklyn, N. Y.
WILLIAM H. MACY.....	New York city.
WILLIAM C. YOUNG.....	New York city.
M. M. WHITE.....	New York city.
GEORGE STARR.....	New York city.
GEORGE S. HART.....	New York city.

Title of company, Second Avenue Railroad Company.

Address of general offices, Second Avenue and Ninety-sixth Street, New York city.

Date of close of fiscal year, March 31.

Date of stockholders' annual meeting, first Monday in April.

For information concerning this report, address John B. Underhill, Secretary.

SENECA FALLS AND CAYUGA LAKE.

(Date of charter, May 24, 1886.)

Organized under the General Railroad Law of 1850.

Certificate filed in the office of the Secretary of State May 24, 1886.

January 24, 1886, leased about one-third of a mile of track in the village of Seneca Falls Seneca county, N. Y., from the Seneca Falls and Waterloo Railroad Company.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding.....	400	\$40,000

SENECA FALLS AND CAYUGA LAKE.

943

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds secured by mortgage.....	June 1, 1906	p.c. 6	June & Dec.	\$40,000

COST OF ROAD AND EQUIPMENT.

Total cost up to
Sept. 30, 1886.

Purchase of constructed road..... \$74,800 00

EQUIPMENT.

Cars..... \$4,200 00
Dummies..... 1,500 00

Total cost of equipment..... \$5,700 00

Grand total cost of road and equipment..... \$80,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation \$2,816 81
Less operating expenses (excluding all taxes) 524 25

Gross income from all sources..... \$2,292 56
Deductions from income, as follows, viz.:
Interest on funded debt due and accrued..... 800 00

Surplus for year ending September 30, 1886..... \$1,492 56

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers..... \$2,816 81

OPERATING EXPENSES.

Salaries of general officers and clerks..... \$75 00
Wages of conductors, drivers and engineers on dummy cars 173 50
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc 118 25
Light and fuel 107 50
Advertising, printing and office expenses..... 50 00

Total operating expenses..... \$524 25

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road..... \$74,800 00
Cost of equipment 5,700 00
Current assets, as follows, viz.:
Cash on hand..... 2,292 56
\$82,292 56

LIABILITIES.

Capital stock \$40,000 00
Funded debt..... 40,000 00
Current liabilities, as follows, viz.:
Interest on funded debt due and accrued..... 800 00
Profit and loss (surplus)..... 1,492 56
\$82,292 56

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway operated by company, as follows:</i>		Miles.
Single track, main line, from Seneca Falls to Cayuga Lake.....		2.50
<i>Length of railways leased and operated by this company as follows, viz.:</i>		
Single track from point in Bridge street to Ovid street, Seneca Falls.....		.33
Grand total length of all tracks and sidings owned and leased.....		2.83
Weight of rail per yard.....	58 and 60 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of passenger cars.....	3	
Schedule time making trip one way.....	10 min.	
Cars run.....	Every 30 min.	
Rate of fare per passenger.....	5 and 10 cts.	
Number of passengers carried in cars during year.....	33, 334	
Average number of employees (including officials) during year.....	7	

WAGES OF EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	12	\$2 00
Drivers.....	12	2 50
Switchmen.....	12	\$1 25 and 1 50

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
C. D. HAINES.....	President and Superintendent.....	Brooklyn, N. Y.
JOHN D. HAINES.....	Secretary and Treasurer.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
C. D. HAINES.....	Brooklyn, N. Y.
J. D. HAINES.....	New York city.
ANDREW G. HAINES.....	Sandy Hill, N. Y.
DAVID S. HAINES.....	Sandy Hill, N. Y.
ALFRED A. MORRIS.....	Sandy Hill, N. Y.
JAMES B. MORRIS.....	Sandy Hill, N. Y.
JAMES MERIHEW.....	Sandy Hill, N. Y.
HARRY KINGSLEY.....	Sandy Hill, N. Y.
NATHAN E. PACKER.....	Sandy Hill, N. Y.
WALTER A. FERRIS.....	Sandy Hill, N. Y.
JAMES O'DONNELL.....	Sandy Hill, N. Y.
GEO. S. DEVINE.....	Sandy Hill, N. Y.
SAMUEL D. KENDRICK.....	Glens Falls, N. Y.

Title of company, Seneca Falls and Cayuga Lake Railroad Company.

Address of general offices, Seneca Falls, Seneca county, N. Y.

Date of close of fiscal year, September 25.

For information concerning to this report, address C. D. Haines, 55 Broadway, New York city.

SIXTH AVENUE (New York City).

(Date of charter, September 6, 1851.)

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash, and now outstanding.....	15,000	\$1,500,000	\$1,500,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When Due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Jan. 1, 1880	p.c. 7	Jan. & July	\$500,000	\$511,651 17

COST OF ROAD AND EQUIPMENT.

ROAD.		Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....			\$621,240 64
Buildings and fixtures.....		\$625 00	928,682 62
Total cost of road		\$625 00	\$1,547,923 26
EQUIPMENT.			
Horses			\$218,591 21
Harness			
Cars.....			284,066 15
Dummies			
Wagons, trucks, snow plows, sleighs.....			
Total cost of equipment			\$447,657 36
Grand total cost of road equipment.....		\$625 00	\$1,995,580 62

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Awning corner of Sixth avenue and Forty-third street	\$625 00
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$839,402 95
Less operating expenses (excluding all taxes)	594,008 97
Net earnings from operation	\$245,393 98

<i>Income from other sources, as follows, viz.:</i>		
Rent of car panels.....	\$3,000 00	
Sundries	1,200 09	
		<u>\$4,200 09</u>
Gross income from all sources.....		\$249,594 07
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road	\$40,088 40	
Taxes on earnings and capital stock	10,574 67	
Interest on funded debt due and accrued	25,000 00	
		<u>85,663 07</u>
Net income from all sources.....		\$163,921 00
<i>Payments from net income, as follows, viz.:</i>		
*Dividends declared, 18 per cent on capital stock.....		†195,000 00
Deficit for year ending September 30, 1886		<u>\$31,069 00</u>

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....		\$31,069 00
Surplus up to September 30, 1885.....	\$42,461 28	
Credited from tax account.....	25,130 77	
		<u>67,592 05</u>
Total surplus September 30, 1886		<u>\$34,523 05</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.		
From passengers.....		<u>\$839,402 95</u>
OPERATING EXPENSES.		
Repairs of roadbed and track	\$6,665 12	
Repairs of buildings and fixtures	1,169 49	
Repairs of cars and other vehicles and new cars.....	23,974 03	
Repairs of harness and stable equipment	8,811 01	
Horseshoeing	18,064 78	
Renewals of horses and mules	45,749 50	
Provender (including expense of grinding).....	110,200 63	
Salaries of general officers and clerks	37,945 02	
Wages of conductors and drivers.....	189,047 15	
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	115,055 05	
Light and fuel	3,894 70	
Water tax	617 45	
Damages to persons and property	7,569 06	
Legal expenses	1,676 15	
Advertising, printing and office expenses.....	1,058 41	
Insurance	4,332 74	
Removal of snow and ice.....	1,094 43	
<i>Contingencies:</i>		
Rents.....	\$3,513 81	
Car licenses.....	4,400 00	
Sundries	4,151 39	
		<u>12,065 20</u>
Total operating expenses.....		<u>\$594,003 97</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.		
Cost of road	\$1,547,923 26	
Cost of equipment.....	447,657 36	
<i>Other permanent investments, as follows, viz.:</i>		
Long Island Land Fertilizing Company.....	6,230 00	

* Changed payment of dividends from semi-annual to quarterly, which brought the last semi-annual dividend in the first quarter of this year.

† One semi-annual dividend of five per cent in October, 1885; three quarterly dividends: three per cent in January, 1886; two per cent in April, 1886, and three per cent in July, 1886.

Current assets, as follows, viz.:

Cash on hand.....	\$92,508 59	
Open accounts.....	16,583 99	
Supplies on hand.....	10,000 00	
		\$119,067 58
		<u>\$2,120,928 20</u>

LIABILITIES.

Capital stock.....	\$1,500,000 00	
Funded debt.....	500,000 00	
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt.....	8,750 05	
Open accounts.....	75,855 15	
Profit and loss (surplus).....	86,528 00	
		<u>\$2,120,928 20</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.*Length of railway owned by company, as follows:*

	Miles.
Single track, main line from Fifty-ninth street to Canal street at Varick...	8.44
Second track on main line and branches.....	8.44
Sidings on main line and branches.....	.75

Total length of all tracks and sidings owned..... 7.68

Length of railways owned and operated by this company in common with Eighth Avenue Railroad Company, as follows:

Single track from Canal and Varick streets to Broadway at Vesey street, and Broadway at Canal street.....	1.12
Second track and sidings.....	1.12

Grand total length of all tracks and sidings owned and operated..... 9.87

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 feet 8½ in.
Number of box cars.....	109
Horses.....	1,218
Schedule time making trip one way.....	48 minutes.
Cars run.....	Every minute.
Rate of fare per passenger.....	5 cents.
Number of passengers carried in cars during year.....	16,788,059
Average number of employees (including officials) during year.....	541

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.**OFFICERS AND CLERKS.**

	Annual salary.
General officers.....	\$22,500 00
Clerks.....	5,720 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors.....	10 to 12	\$2 00
Drivers.....	10 to 12	2 00
Starters.....	10 to 12	\$2 00 and 2 50
Watchmen.....	10 to 12	1 75
Switchmen.....	10 to 12	1 75
Roadmen.....	10 to 12	1 75
Hostlers.....	10 to 12	1 75
Receivers.....	10	2 55

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	4	.....	4
Employees.....	.....	1	1
Others.....	8	.....	8
Total.....	12	1	13

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
FRANK CURTISS.....	President.....	New York city.
HENRY S. MOORE.....	Secretary and Treasurer....	White Plains, N. Y.
EDWARD E. MOORE.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
FRANK CURTISS.....	New York city.
HENRY DEMAREST.....	New York city.
A. R. VAN NEST.....	New York city.
W. Y. MORTIMER.....	New York city.
ALBERT W. GREENE.....	Brick Church, N. J.
WM. BRYCE.....	New York city.
THEO. E. MACY.....	New York city.
ABIJAH CURTISS.....	Yonkers, N. Y.
CHAS. G. LANDON.....	New York city.
SAMUEL THORNE.....	New York city.
HENRY S. MOORE.....	White Plains, N. Y.
F. P. OLCOTT.....	New York city.
JOHN WATSON (resigned).....	New York city.

Title of company, The Sixth Avenue Railroad Company.

Address of general office, 758 Sixth Avenue, New York city.

Date of close of fiscal year, October 31.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address Sixth Avenue Railroad Company.

SOUTH BROOKLYN CENTRAL.

(Date of charter, August, 1877.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter	1,250	\$125,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
First mortgage bonds	Aug. 1, 1897	p.c.	Aug. & Feb.	\$125,000	.....
Second mortgage bonds	Aug. 1, 1897	7	Aug. & Feb.	150,000	\$150,000
Real estate mortgage .....	.....	6	Dec. & June	3,500	.....

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Road-bed, superstructure and rails .....	.....	\$292,409 78
Real estate .....	.....	13,901 23
Buildings and fixtures .....	.....	20,449 94
Total cost of road .....	.....	\$326,760 95
EQUIPMENT.		
Horses	\$321 37	\$39,421 37
Harness .....	.....	1,784 50
Cars .....	.....	48,944 11
Wagons, trucks, snow plows and sleighs .....	.....	1,285 00
Total cost of equipment	\$321 37	\$81,434 98
Grand total cost of road and equipment	\$321 37	\$408,195 93

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Two horses	\$321 37
------------------	----------

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$95,670 19
Less operating expenses (excluding all taxes)	72,859 66
Gross income from all sources	\$22,810 53
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$2,787 22
Taxes on earnings and capital stock	619 88
Interest on funded debt due and accrued	17,925 00
	21,332 10
Surplus for year ending September 30, 1886	\$1,478 43

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$1,478 43
Surplus up to September 30, 1885	9,169 08
	\$10,647 46
Decrease in value of harness	515 64
Total surplus September 30, 1886	\$10,131 82

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$95,609 69
Signs in cars.....	60 50
Total gross earnings.....	\$95,670 19
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$1,215 67
Repairs of buildings and fixtures.....	707 06
Repairs of cars and other vehicles.....	2,950 47
Repairs of harness and stable equipment.....	1,109 68
Horseshoeing.....	2,667 70
Renewals of horses and mules.....	4,055 63
Provender (including expense of grinding).....	16,279 14
Salaries of general officers and clerks.....	1,449 00
Wages of conductors and drivers.....	28,558 29
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	10,372 96
Light and fuel.....	574 43
Water tax.....	224 90
Damages to persons and property.....	433 75
Legal expenses.....	136 42
Advertising, printing and office expenses.....	251 45
Insurance.....	1,000 00
Removal of snow and ice.....	371 72
Detectives.....	370 99
Rent paid for track.....	125 00
Total operating expenses.....	\$72,859 66

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$326,760 95
Cost of equipment.....	51,454 93
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$4,019 92
Bills receivable.....	10,000 00
Open accounts.....	11,000 00
Supplies on hand.....	6,058 74
	31,078 66
	\$439,274 59
LIABILITIES.	
Capital stock.....	\$125,000 00
Funded debt.....	278,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued.....	\$3,045 83
Open accounts.....	22,596 94
	25,642 77
Profit and loss (surplus).....	10,131 82
	\$439,274 59

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Albany avenue to Columbia street.....	4.25
Second track on main line and branches.....	4.13
Total length of all tracks and sidings owned.....	8.38
Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of close cars.....	21
Open cars.....	21
Horses and mules.....	193
Schedule time making ½ trip one way.....	38 minutes.
Cars run.....	Every min.
Rate of fare per passenger.....	3 and 5 cents.
Number of passengers carried in cars during year.....	2,039,647
Average number of employees (including officials) during year.....	70

SOUTH BROOKLYN CENTRAL.

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SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

CLERKS.		Annual salary.
Assistant Treasurer.....		\$600 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers	12	\$2 00
Starters.....	10	2 00
Watchmen.....	12	1 86
Hostlers.....	12	1 75
Tow boys.....	12	1 00

NUMBER OF ACCIDENTS.

Passengers injured.....	1
Others than passengers or employees injured.....	8
Total	4

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WM. RICHARDSON.....	President.....	Brooklyn, N. Y.
WM. J. RICHARDSON.....	Secretary.....	Brooklyn, N. Y.
N. H. FROST.....	Treasurer.....	Brooklyn, N. Y.
JAMES RIEDDY.....	Superintendent of stables, etc...	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WM. RICHARDSON.....	Brooklyn, N. Y.
WM. J. RICHARDSON.....	Brooklyn, N. Y.
N. H. FROST.....	Brooklyn, N. Y.
JNO. WILLIAMS.....	Brooklyn, N. Y.
HENRY MEYER.....	Brooklyn, N. Y.
JAMES H. KIRBY.....	Brooklyn, N. Y.
AUGUSTUS STORES..	Brooklyn, N. Y.

Title of company, South Brooklyn Central Railroad Company.
Address of general offices, Atlantic and Third avenues, Brooklyn, N. Y.
Date of close of fiscal year, September 30.
Date of stockholders' annual meeting, December 11.
For information concerning this report, address Wm. J. Richardson, Secretary.

SOUTH FERRY (New York City).

(Date of charter, May 20, 1874.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of franchise and now outstanding	1,500	\$150,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Bonds	p.c. 7	May & Nov.	\$100,000 00

COST OF ROAD AND EQUIPMENT.

ROAD.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$46,977 60
Right of way, franchise	210,000 00
Buildings and fixtures	4,600 00
Total cost of road	\$261,577 60
EQUIPMENT.	
Horses	\$10,748 00
Harness and cars	14,245 96
Total cost of equipment	\$24,993 96
Grand total cost of road and equipment	\$286,571 56

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$13,653 01
Less operating expenses (excluding all taxes)	22,995 36
Net loss from operation	\$9,342 35
<i>Income from other sources, as follows, viz.:</i>	
Miscellaneous	\$52 23
Rents	78 00
	125 23
Gross deficit from all sources	\$9,217 12
<i>Deductions from income, as follows, viz.:</i>	
Taxes on earnings and capital stock	\$493 30
Taxes other than above	2,846 67
Interest on funded debt due and accrued	11,900 00
	14,539 97
Deficit for year ending September 30, 1886	\$23,757 09

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown	\$23,757 09
Deficit up to September 30, 1885	63,864 04
Error	7 00
Total deficit September 30, 1886	\$87,628 13

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers	\$13,653 01
OPERATING EXPENSES.	
Repairs of roadbed and track	\$115 83
Repairs of cars and other vehicles	157 33
Repairs of harness and stable equipment	264 49
Horseshoeing	55 35
Renewals of horses and mules	23 00
Provender (including expense of grinding)	2,473 14

SOUTH FERRY.

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Salaries of general officers and clerks	\$1,218 50
Wages of conductors and drivers	4,197 38
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc	4,081 99
Light, fuel, oil and waste	133 05
Removal of snow and ice	86 28
Damages to persons and property	9 50
Legal expenses	37 28
Advertising, printing and office expenses	63 47
Insurance	454 38
Contingencies, rent for use of depot and stables, No. 20 Manhattan street, New York city	8,852 00
Total operating expenses	\$22,995 36

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$261,577 60
Cost of equipment	24,998 96
<i>Current assets, as follows, viz.:</i>	
Cash on hand	298 81
Profit and loss (deficiency)	87,680 18
	\$374,500 00

LIABILITIES.

Capital stock	\$150,000 00
Funded debt	140,000 00
<i>Current liabilities, as follows:</i>	
Interest on funded debt due and accrued	11,200 06
Bills payable	53,300 00
	\$374,500 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Vesey street to South Ferry .....		.85
Second track on main line and branches, South Ferry to Vesey street .....		.85
Total length of all tracks and sidings owned		1.70
Weight of rail per yard	60 lbs.	
Gauge of track	4 ft. 8½ in.	
Number of box cars	6	
Open cars	4	
Horses and mules	36	
Schedule time making trip one way	11 minutes.	
Cars run	Every 3 min.	
Rate of fare per passenger	5 cts.	
Number of passengers carried in cars during year	273,060	
Average number of employees during year	200	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICER.	Annual salary.
Superintendent	\$1,300 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Drivers and starters	12	\$2 00
Watchmen	12	1 75
Switchmen	12	1 75
Roadmen	10	\$1 50 to 2 00
Hostlers	12	1 75
Blacksmith	12	2 50

NUMBER OF ACCIDENTS.

Others than passengers and employees, injured..... 2

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
HENRY HART.....	President.....	739 Madison ave., New York city.
ALBERT J. ELIAS.....	Treasurer.....	133 East 74th st., New York city.
CHAS. H. MEES.....	Superintendent.....	303 East 118th st., New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
HENRY HART.....	New York city.
ALBERT J. ELIAS.....	New York city.
A. F. VANDEROEF.....	New York city.
JOHN BEAVER.....	New York city.

Title of company, South Ferry Railway Company.

Address of general offices, No. 20 Whitehall street, New York city.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, February 20.

For information concerning this report, address South Ferry Railway Company.

STATEN ISLAND SHORE.

(Date of charter, November 1, 1863.)

Purchased in 1871 and since owned by James Moore, John Kean and Edward G. Brown, all of Elizabeth, Union county, N. J.

Edward G. Brown died in March, 1866, and his will is contested.

During his lifetime the road was managed under his direction and some of the property used for the purposes of the road was leased in his name and some of the same was leased to sub-tenant as from him.

On June 5, 1886, a new management was instituted under the direction of James Moore.

COST OF ROAD AND EQUIPMENT.

Grand total cost of road and equipment up to September 30, 1885, estimated \$45,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$18,197 18
Less operating expenses (excluding all taxes).....	17,629 30

Gross income from all sources.....	\$567 88
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Deductions from income, as follows, viz.:

Taxes on property used in operation of road	256 82
---	--------

Surplus for year ending September 30, 1886	\$309 06
--	----------

NOTE.—The ascertained floating debt was on September 30, 1886, net, say \$1,400 00

The ascertained floating debt was on September 30, 1885, say 1,391 00

Which would indicate during the year a loss amounting to	\$150 00
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And if deducted from apparent surplus of \$309.06 would leave actual surplus	\$159 06
--	----------

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	*\$17,134 12
Miscellaneous.....	*1,063 06
Total gross earnings.....	\$18,197 18

* In above have taken totals up to June 5, 1886, from cash book of former management

OPERATING EXPENSES.

Repairs of roadbed and track.....	}	*\$1,824 67
Repairs of buildings and fixtures.....		
Repairs of cars and other vehicles.....		
Repairs of harness and stable equipment.....		
Horseshoeing.....		503 43
Renewals of horses and mules.....		660 00
Provender.....		3,806 84
Salaries of general officers.....		1,805 55
Wages of conductors and drivers, includes charges on books to operating expenses.....		5,707 28
Wages of watchmen, including charges on books to stables.....		2,355 41
Light and fuel.....		172 90
Rent.....		379 00
Legal expenses.....		257 18
Office furniture.....		6 37
Insurance.....		88 00
Contingencies.....		62 67
Total operating expenses.....		\$17,629 80

* GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$309 06

LIABILITIES.

<i>Current liabilities, as follows, viz.:</i>	
There are open accounts upon the books in the name of each owner, subject to examination, and now in the hands of an expert and believed not to affect this report. The ascertained net floating debt, September 30, 1886, after allowing for cash deemed receivable, was about.....	\$1,480 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned, as follows:</i>	Miles.
Single track, main line, from Port Richmond to Fort Wadsworth.....	7.25
Sidings on main line and branches.....	.75
Total length of all tracks and sidings owned.....	8.00
Weight of rails per yard.....	25 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	8
Open car.....	5
Horses.....	38
Schedule time making trip one way.....	1 hr. 15 min.
Cars run.....	Every 30 and 60 min.
<i>Rate of fare per passenger:</i>	
For each division.....	10 cents.
For each section.....	5 cents.
Number of passengers carried in cars during year.....	Estimated 302,504
Average number of employees (including officials) during year.....	Estimated 18

SALARIES, WAGES, ETC., OF OFFICERS AND OTHER EMPLOYEES.

	OFFICERS.	Annual salary.
Superintendent, previous to June, \$1,500, now.....		\$2,500 00

* Including track repairs charged on books to construction and also rolling stock.

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors	11½	\$1 75
Drivers	11½	1 65
Roadmaster	12	\$60 per month
Watchmen	12	1 50
Roadmen	10	\$1 50 to 1 65
Hostlers	11	1 50
Tow boys	11	50 cts. to 57

OWNERS OF THE ROAD.

<i>Names.</i>	<i>Residence.</i>
JAMES MOORE	Elizabeth, N. J.
JOHN KEAN	Elizabeth, N. J.
ESTATE OF E. G. BROWN	Elizabeth, N. J.

Title, Staten Island Shore Railroad.

Address of general office, Tompkinsville, S. I., N. Y.

Date of close of fiscal year, September 80.

For information concerning this report, address Thomas Moore.

STEINWAY AND HUNTERS POINT (Long Island City.)

(Date of charter, April 21, 1874.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter	2,500	\$250,000
Issued for reorganization of L. I. City Shore Road	600	\$60,000
Issued to retire second mortgage,	500	50,000
Issued in exchange of stock of B'way & Bowery Bay R. R. Co., Ast. & Hunters Point R. R. Co., Jack. & Stein. Ave. R. R. Co. and Stein. Ave. & Bowery Bay R. R. Co.	1,400	140,000
Total now outstanding	2,500	\$250,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash realized on amount outstand- ing.
		Date.	When payable.		
Steinway and H. P. R. R. Co.	July 1, 1903	6	Jan. & July	\$80,000	•
Broadway & B. B. R. R. Co.	July 1, 1903	6	Jan. & July	60,000	
Astoria & H. Pt. R. R. Co.	June 1, 1897	7	June & Dec.	25,000	
Steinway Ave. & B. B. R. R. Co. ..	Jul. 10, 1903	6	Feb. & Aug.	20,000	
Steinway & H. P. R. R. Co.	+Sep. 30,	6	Jan. & July	85,000	
Total				\$253,000	

* Issued partly for cash and partly for exchange of outstanding bonds at the date of the merger, April 18, 1885. The original issue of mortgage bonds of the respective companies now forming the Steinway and Hunters Point Railroad Company are still outstanding and assumed by the latter under the *Merger Agreement*.

+ On demand.

COST OF ROAD AND EQUIPMENT.

Road.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$12,546 63	\$28,123 79
Real estate	1,000 00	8,300 00
Buildings and fixtures	1,477 49	87,001 91
Purchase of constructed road.....		322,556 45
Total cost of road.....	\$15,024 12	\$393,982 15
EQUIPMENT.		
Horses	\$10,286 50	\$29,232 50
Harness	1,444 47	2,265 32
Cars	10,729 70	30,118 65
Wagons, trucks, snow plows, sleighs and stable equipment.	1,529 92	3,804 88
Total cost of equipment.....	\$23,990 59	\$65,420 85
Grand total cost of road and equipment	\$39,014 71	\$459,403 00

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Completing track on Vernon avenue (Sandford Hill) and same on Jackson avenue, constructing new curves, turnouts, crossings, and laying a single track of steel rails from corner Steinway avenue and Jackson avenue to Woodside.....	\$12,546 63
Four lots of additional land for new car shed soon to be erected	1,000 00
Building new stalls, starter's house, painting car shed No. 2, erecting iron guard gates for offices, etc.	1,477 49
Sixty-one horses purchased during the year	10,286 50
New harness for same and for stable	1,444 47
Seven open summer cars, six large box cars, car registers, wheels and general hardware, painting cars, etc.....	10,729 70
Snow plow, sweeper and general material for stable and depot.....	1,529 92
Total	\$39,014 71

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$82,801 63
Less operating expenses (excluding all taxes).....	87,663 90
Net deficit from operation	\$5,862 27
<i>Income from other sources, as follows, viz.:</i>	
Rentals for use of track from Brooklyn and Coney Island Railroad Company.....	\$320 00
Rentals from Long Island City and Newtown Railroad Co....	100 00
	420 00
Gross deficit	\$4,942 27
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$1,346 71
Taxes on earnings and capital stock.....	483 34
Interest on funded and unfunded debt due and accrued.....	13,055 77
Rentals for stables in Astoria.....	84 00
Rentals for Astoria waiting room.....	28 00
	14,997 82
Deficit for year ending September 30, 1886	\$19,940 09

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown		\$19,940 00
Deficit up to September 30, 1885	\$19,742 59	
Spurious money on hand	4 78	
Deficit of C. J. Campbell, late General Manager, when he absconded on August 4, 1886.....	3,726 54	
	<u>\$23,473 84</u>	
Deducting an item credited to profit and loss	67 32	
		<u>23,406 52</u>
Total deficit September 30, 1886		<u>\$43,346 61</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$78,611 06
Sale of car tickets.....	3,690 55
Total gross earnings.....	<u>\$82,301 61</u>

OPERATING EXPENSES.

Repairs of roadbed and track	\$1,938 71
Repairs of buildings and fixtures.....	664 22
Repairs of cars and other vehicles.....	5,211 29
Repairs of harness and stable equipment	537 56
Horseshoeing.....	1,880 94
Renewals of horses.....	7,616 54
Provender (including expense of grinding)	13,945 02
Salaries of general officers and clerks	3,597 79
Wages of conductors and drivers.....	22,627 62
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	17,273 41
Light and fuel	940 09
Water tax	127 73
Damages to persons and property.....	664 60
Legal expenses	339 92
Advertising, printing and office expenses.....	715 56
Insurance	563 26
Contingencies:	
Horse medical attendance.....	\$448 07
Oil and waste	232 42
Supplies for depot.....	996 19
Miscellaneous.....	942 19
	<u>2,613 87</u>
Total operating expenses	<u>\$87,863 91</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$336,962 73
Cost of equipment.....	66,430 65
Current assets, as follows, viz.:	
Cash on hand.....	\$633 11
Open accounts	186 85
Supplies on hand	2,142 76
	<u>2,912 73</u>
Profit and loss (deficiency)	<u>43,346 61</u>
	<u>\$505,662 32</u>

LIABILITIES.

Capital stock.....	\$250,000 00
Funded debt.....	253,000 00
Current liabilities, as follows, viz.:	
Interest on funded and unfunded debt due and accrued.....	2,662 32
	<u>\$505,662 32</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Hunters Point ferries to Astoria and Steinway		18
Single track, branch, from East River on Broadway to Steinway Avenue...		2
Single track, branch, from corner Steinway and Jackson avenues to Woodside.....		0.75
Total length of single track on main line and branches.....		15.75
Second track on main line and branches.....		10.25
Sidings on main line and branches.....		1.50
Total length of all tracks and sidings owned.....		27.50
Weight of rail per yard.....	47 and 60 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	33	
Open cars.....	28	
Horses.....	210	
Schedule time making trip one way.....	40 and 50 min.	
Cars run.....	Every 9 min.	
Rate of fare per passenger.....	2, 3 & 5 cts.	
Number of passengers carried in cars during year.....	1,575,000	
Average number of employees (including officials) during year.....	100	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERK.	Annual salary.
Vice-President and General Manager.....	\$1,500 00
Superintendent.....	1,000 00
Bookkeeper.....	936 00
Clerk.....	832 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers.....	12	2 00
Starters.....	12	1 86
Watchmen.....	12	1 72
Hostlers and stablemen.....	10½	1 72
Horseshoer.....	10	2 50
Carpenters.....	10	2 50
Blacksmith.....	10	1 72

NUMBER OF ACCIDENTS.

Passengers injured.....	2
Others than passengers and employees injured.....	2
Total.....	4

OFFICERS OF THE COMPANY.

Name.	Title	Official Address.
WILLIAM STEINWAY.....	President.....	New York city.
H. A. CASSEBEER, JR.....	Vice-Pres. and Gen. Man.	Long Island City, N. Y.
CHARLES F. TRETBAR.....	Treasurer and Secretary..	New York city.
WM. H. DELEHANTY.....	Superintendent.....	Long Island City, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
WILLIAM STEINWAY.....	New York city.
HENRY ZEIGLER.....	New York city.
GEORGE A. STEINWAY.....	New York city.
CHAS. H. STEINWAY.....	New York city.
CHAS. F. TRETBAR.....	New York city.
HARRY D. LOW.....	New York city.
HENRY A. CASSEBEER, JR.....	Long Island City, N. Y.

Title of company, Steinway and Hunters Point Railroad Company.
 Address of general office, Steinway Hall, 107 to 111 East Fourteenth street, New York city, and Steinway, Long Island City, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, last Friday in April.
 For information concerning this report, address Chas. F. Tretbar, Jr., Treas., or William Steinway, President.

STILLWATER AND MECHANICVILLE.

(Date of charter, November 13, 1882.)

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,600	\$40,000	.....
Issued for actual cash.....	400	\$10,000	\$10,000 00
Cash paid in but certificates not issued .....	.....	.....	53 75
Total now outstanding	400	\$10,000	.....

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Bonds	Apr. 1, 1893	p.c. 6	Apr. and Oct.	\$12,000	\$12,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....	\$269 14	\$23,025 39
Real estate.....	.....	800 00
Buildings and fixtures and pump sold	*1 60	1,162 73
Total cost of road	\$267 54	\$25,062 12
EQUIPMENT.		
Horses.....	\$40 00	\$1,022 25
Harness .....	.....	142 45
Cars .....	.....	2,405 00
Tools, stove, etc., office	7 80	11 25
Total cost of equipment.....	\$47 80	\$3,730 95
Grand total cost of road and equipment	\$315 34	\$28,768 02

* Credit.

STILLWATER AND MECHANICVILLE.

961

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

No new road built, old road bettered to the amount of..... \$269 14

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation..... \$5,402 80
Less operating expenses (excluding all taxes)..... \$3,789 75

Net earnings from operation..... \$1,612 85
Income from other sources, as follows, viz.:
Miscellaneous..... 7 85

Gross income from all sources..... \$1,620 70

Deductions from income, as follows, viz.:
Taxes on property used in operation of road..... \$188 50
Taxes on earnings and capital stock..... 55 97
Taxes other than above..... 18 18
Interest on funded debt due and accrued..... 720 00
Interest and discount on loans..... 551 67
1,479 82

Surplus for year ending September 30, 1886..... \$141 88

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown..... \$141 88
Deficit up to September 30, 1885..... \$193 98
Tools, etc., replaced, profit and loss..... 2 90
Bogus and trade dollar discount..... 1 80
198 18

Total deficit September 30, 1886..... \$56 80

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers..... \$5,088 04
Express earnings..... 177 00
Freight earnings..... 187 56
Total gross earnings..... \$5,402 60

OPERATING EXPENSES.

Repairs of roadbed and track..... \$357 23
Repairs of buildings and fixtures..... 19 71
Repairs of cars and other vehicles..... 106 45
Repairs of harness and stable equipment..... 8 55
Horseshoeing..... 118 06
Renewals of horses and mules..... 60 00
Provender (including expense of grinding)..... 944 19
Salaries of general officers and clerks..... 141 00
Wages of conductors and drivers..... 1,512 12
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc..... 198 42
Light and fuel..... 65 67
Damages to persons and property..... 1 25
Removal of snow and ice..... 178 51
Advertising, printing and stationery and office expenses..... 12 69
Insurance..... 45 10
Oil and waste..... 20 80
Total operating expenses..... \$3,789 75

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road..... \$25,047 88
Cost of equipment..... 3,720 88
Current assets, as follows, viz.:
Cash on hand..... \$283 45
Open accounts..... 804 09
887 54
Profit and loss (deficiency)..... 56 80
\$29,668 15

REPORT OF THE RAILROAD COMMISSIONERS.

LIABILITIES.

Capital stock.....		\$10,503 75
Funded debt.....		12,000 00
<i>Current liabilities, as follows, viz.:</i>		
Interest on funded debt and loans due and accrued.....	\$408 00	
Dividends unpaid.....	5 00	
Bills payable.....	6,000 00	
Open accounts.....	746 40	
		7,159 40
		<u>\$29,663 15</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Stillwater to Mechanicville.....	4.35
Sidings on main line and branches.....	.07
Total length of all tracks and sidings owned.....	<u>4.42</u>
Weight of rail per yard.....	25 to 30 lbs.
Gauge of track.....	4 feet 8 1/4 in.
Number of box cars.....	2
Open cars.....	1
Horses.....	6
Schedule time making trip one way.....	45 minutes.
Cars run.....	6 trips per day.
Rate of fare per passenger.....	5, 10 & 15 cts.
Number of passengers carried in cars during year.....	49,696
Average number of employees (including officials) during year.....	<u>5</u>

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.	Annual salary.
Secretary and Treasurer, each \$25.....	\$50 (a)
Superintendent, when actually employed, per day.....	2 (a)

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductor.....	11	\$1 75
Driver.....	11	1 50
Roadmen as occasion requires.....	10	1 50
Hostler.....	12	1 50

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
SIMEON ROWLEY.....	President.....	Stillwater, N. Y.
EDWARD J. WOOD.....	Secretary and Treasurer....	Stillwater, N. Y.
PETER VAN VECHTEN.....	Superintendent.....	Stillwater, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
GEORGE H. LANSING.....	Stillwater, N. Y.
PETER V. WETSEL.....	Stillwater, N. Y.
RIAL NEWLAND.....	Stillwater, N. Y.
SIMEON ROWLEY.....	Stillwater, N. Y.
E. H. SMITH.....	Stillwater, N. Y.
LYMAN SMITH.....	Stillwater, N. Y.
WM. L. DENISON.....	Stillwater, N. Y.
WM. S. MILLER.....	Stillwater, N. Y.
JOHN B. NEWLAND.....	Stillwater, N. Y.
E. J. WOOD.....	Stillwater, N. Y.

<i>Name.</i>	<i>Residence.</i>
WM. H. BLOOD.....	Stillwater, N. Y.
P. VAN VECHTEN.....	Stillwater, N. Y.
J. W. SMITH.....	Stillwater, N. Y.
W. L. GREEN.....	Stillwater, N. Y.
H. O. BAILEY.....	Mechanicville, N. Y.

Title of company, Stillwater and Mechanicville Street Railway Company.

Address of general office, Stillwater, Saratoga county, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Friday in November.

For information concerning this report, address Edward J. Wood, Secretary and Treas.

SYRACUSE AND GEDDES.

(Date of charter, July 10, 1863.)

For history of organization, see Report of 1885.

A fire consumed the buildings of the company, together with much personal property, in July, 1886. The amount of the insurance received was \$7,109.18. Most of this amount has been expended for new buildings and equipment, but, as the matter of receipts and expenditures is still unsettled, nothing is incorporated in this report, but will be in that for next year under appropriate heads.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	1,000	\$50,000	\$50,000
Issued for actual cash	500	\$25,000	\$25,000
Issued on account of construction.....	500	25,000	25,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Construction and equipment bonds	Dec. 1, 1898	p.c. 7	June & Dec.	\$25,000	\$25,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails	\$675 00	\$45,248 14
Real estate.....		3,750 00
Buildings and fixtures.....		5,000 00
Total cost of road.....	\$675 00	\$53,998 14

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT — (Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses	\$200 00	\$5,200 00
Harness	100 00	415 23
Cars	654 22	9,154 22
Wagons, trucks, snow plows and sleighs. ....	.....	589 89
Total cost of equipment	\$954 22	\$15,359 29
Grand total cost of road and equipment	\$1,629 22	\$69,357 43

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

New steel rails and laying	\$675 00
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$31,697 60
Less operating expenses (excluding all taxes)	16,274 99
Gross income from all sources	\$5,422 61
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$282 97
Taxes on earnings and capital stock	110 34
Taxes other than above	20 04
Interest on funded debt accrued	571 64
Interest on funded debt paid	1,715 00
Interest, temporary loans	8 40
	2,708 89
Net income from all sources	\$2,719 22
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 2 per cent on capital stock	1,000 00
Surplus for year ending September 30, 1886	\$1,719 22

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$1,719 22
Deficit up to September 30, 1885	6,341 33
Total deficit September 30, 1886	\$4,622 11

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers	\$21,572 60
From carrying mail	125 00
Total gross earnings	\$21,697 60

OPERATING EXPENSES.

Repairs of roadbed and track	\$521 88
Repairs of buildings and fixtures	226 66
Repairs of cars and other vehicles	1,451 97
Repairs of harness and stable equipment	276 55

Horseshoeing.....	\$646 20
Renewals of horses and mules.....	62 68
Provender (including expense of grinding).....	2,989 98
Salaries of general officers and clerks.....	1,220 00
Wages of conductors and drivers.....	8,870 00
Wages of watchmen, roadmen, hostlers, etc.....	2,376 00
Light and fuel.....	819 92
Removal of snow and ice.....	349 44
Damages to persons and property.....	664 98
Legal expenses.....	322 00
Advertising, printing and office expenses.....	145 25
Insurance.....	292 27
Contingencies.....	539 81
Total operating expenses.....	\$16,274 99

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$53,998 14
Cost of equipment.....	15,359 84
<i>Current assets, as follows, viz:</i>	
Cash on hand.....	\$1,052 37
Bills receivable.....	204 66
Supplies on hand, estimated.....	865 02
	2,122 05
Profit and loss (deficiency).....	4,622 11
	\$76,101 64

LIABILITIES.	
Capital stock.....	\$50,000 00
Funded debt.....	25,000 00
<i>Current liabilities, as follows, viz:</i>	
Interest on funded debt accrued.....	571 64
Open accounts, estimated.....	530 00
	\$76,101 64

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows, viz.:</i>		Miles.
Single track, main line, from Syracuse to Geddes.....		2
Second track on main line and branches.....		.50
Total length of all tracks and sidings owned.....		2.50
Weight of rail per yard.....	35 to 45 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	5	
Open cars.....	2	
Horses.....	85	
Schedule time making trip one way.....	24 min.	
Cars are run.....	Every 15 min.	
Rate of fare per passenger.....	3, 3½ and 5 cts.	
Number of passengers carried in cars during year.....	482,810	
Average number of employees (including officials) during year.....	18	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERK.	Annual salary.
Treasurer.....	\$100 00
Superintendent.....	850 00
Clerk.....	270 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	16	\$1 54
Drivers.....	16	1 21
Watchmen.....	14	\$1 31 and 1 70
Roadmen.....	8	1 50
Hostlers.....	8	1 50

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
R. NELSON GERE.....	President.....	Syracuse, N. Y.
RASSELAS A. BONTA.....	Secretary and Treasurer.....	Syracuse, N. Y.
WILLIAM J. HART.....	Superintendent.....	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
DANIEL P. WOOD.....	Syracuse, N. Y.
PETER BURNS.....	Syracuse, N. Y.
CHARLES ANDREWS.....	Syracuse, N. Y.
ROBERT MCCARTHY.....	Syracuse, N. Y.
CHARLES T. REDFIELD.....	Syracuse, N. Y.
JONATHAN G. WYNKOOP.....	Syracuse, N. Y.
GEORGE C. GERE.....	Syracuse, N. Y.
ISAAC R. PHARIS.....	Syracuse, N. Y.
CHARLES E. HUBBELL.....	Syracuse, N. Y.
THOMAS W. MEACHAM.....	Syracuse, N. Y.

Title of company, Syracuse and Geddes Railway Company.

Address of general office, Syracuse, N. Y.

Date of close of fiscal year, December 1.

Date of stockholders' annual meeting, Tuesday succeeding first Monday in January.

For information concerning this report, address William J. Hart, Superintendent.

SYRACUSE AND ONONDAGA.

(Date of charter, April 29, 1863.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding
Authorized by law or charter.....	1,400	\$70,000	
Issued for actual cash.....	1,120	\$56,000	\$55,000 00
Issued on account of construction.....	80	4,000	
Issued.....	200	10,000	
Total now outstanding.....	1,400	\$70,000	

COST OF ROAD AND EQUIPMENT.

	ROAD.	Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails		\$27,500 00
Real estate		5,250 00
Buildings and fixtures		5,600 00
Total cost of road		<u>\$38,350 00</u>
	EQUIPMENT.	
Horses		\$2,105 00
Harness		195 00
Cars		6,484 00
Wagons, trucks, sleighs		185 00
Hay cutter, etc.		376 60
Total cost of equipment		<u>\$9,295 60</u>
Grand total cost of road and equipment		<u><u>\$47,645 60</u></u>

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation		\$22,051 80
Less operating expenses (excluding all taxes)		<u>14,185 60</u>
Net earnings from operation		\$7,866 20
Income from other sources, as follows, viz.:		
Rent	\$70 90	
Interest	12 10	
Rent Brighton Branch	700 00	
		<u>788 00</u>
Gross income from all sources		<u>\$8,649 20</u>
Deductions from net income, as follows, viz.:		
Taxes on property used in operation of road	\$517 22	
Taxes on earnings and capital stock	122 27	
Taxes other than above	88 67	
		<u>678 16</u>
Net income from all sources		<u>\$7,976 04</u>
Payments from net income, as follows, viz.:		
Dividends declared, 8 per cent on capital stock		<u>5,600 00</u>
Surplus for year ending September 30, 1886		<u><u>\$2,376 04</u></u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$2,376 04
Deficit up to September 30, 1885	<u>12,757 27</u>
Total deficit September 30, 1886	<u><u>\$10,381 23</u></u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

From passengers	EARNINGS.	\$22,051 80
	OPERATING EXPENSES.	
Repairs of roadbed and track		\$188 65
Repairs of buildings and fixtures		1,229 83
Repairs of cars and other vehicles		1,534 41
Repairs of harness and stable equipment		265 80
Horseshoeing		697 95
Renewals of horses and mules		712 00
Provender (including expense of grinding)		2,757 56
Salaries of general officers and clerks		1,874 93
Wages of conductors and drivers		8,126 07
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.		1,406 27
Light and fuel		159 41
Water tax		<u>88 00</u>

Legal expenses.....	\$30 00
Advertising, printing and office expenses.....	4 65
Insurance.....	2 14 00
Contingencies.....	4 05 00
Total operating expenses.....	\$14, 155 60

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road.....	\$38, 250 00
Cost of equipment.....	9, 295 00
<i>Other permanent investments, as follows, viz.:</i>	
Real estate, Danforth Place.....	8, 000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	3, 123 07
Bills receivable.....	350 00
Open accounts.....	350 00
Supplies on hand.....	150 10
Profit and loss (deficiency).....	10, 361 23
	\$70, 000 00
LIABILITIES.	
Capital stock.....	\$70, 000 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line, from Syracuse to South Syracuse.....		2
Sidings on main line and branches.....		25
Total length of all tracks and sidings owned.....		27
Weight of rail per yard.....	28 and 36 lbs.	
Gauge of track.....	4 ft. 8 1/2 in.	
Number of box cars.....	6	
Open cars.....	3	
Horses.....	20	
Schedule time making trip one way.....	20 minutes	
Cars run.....	Every 20 min.	
Rate of fare per passenger.....	3, 4 and 5 cts.	
Number of passengers carried in cars during year.....	500, 200	
Average number of employees (including officials) during year.....	13	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.		Annual salary.
Treasurer and Secretary.....		\$200 00
Superintendent.....		1, 100 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors.....	13	\$1 41
Drivers.....	13	1 33
Hostlers.....	13	1 33
Flagmen (Syracuse, Binghamton and New York Railroad Company pay balance of wages).....	10	\$5 per month.

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
PETER BURNS.....	President	Syracuse, N. Y.
L. C. SMITH.....	Secretary and Treasurer.....	Syracuse, N. Y.
HENRY THOMPSON	Superintendent	Syracuse, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
PETER BURNS	Syracuse, N. Y.
WILBUR H. BROWN	Syracuse, N. Y.
HARMON W. VAN BUREN.....	Syracuse, N. Y.
CHAS. P. CLARK	Syracuse, N. Y.
A. N. PALMER.....	Syracuse, N. Y.
M. BRITTON.....	Syracuse, N. Y.
J. H. PALMER.....	Syracuse, N. Y.
T. W. MEACHAM.....	Syracuse, N. Y.
F. KIMBER.....	Syracuse, N. Y.
M. W. HANCHETT.....	Syracuse, N. Y.
J. S. SOHRMERHORN.....	Syracuse, N. Y.

Title of company, Syracuse and Onondaga Railway Company.

Address of general offices, Syracuse, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, October 4.

For information concerning this report, address L. C. Smith, Secretary and Treasurer.

THIRD AVENUE (New York City).

(Date of charter, October 8, 1853.)

-For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter, issued on account of construction and now outstanding	20,000	\$200,000 00

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Date.	When payable.	
Bonds	1890	p.c.	Jan. & July.	\$2,000,000
Bonds.....	1890	7	Jan. & July.	500,000

REPORT OF THE RAILROAD COMMISSIONERS.

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$1,593,166 43
Buildings and fixtures.....	\$4,365 00	1,528,527 11
Total cost of road.....	\$4,365 00	\$3,121,693 53
EQUIPMENT.		
Horses.....		\$329,250 00
Cars.....		312,006 54
Wagons, trucks, snow plows, etc.....		30,000 00
Total cost of equipment.....		\$671,256 54
Grand total cost of road and equipment.....	\$4,365 00	\$3,792,950 07

DETAILS OF ADDITIONS OR BETTERMENTS DURING THE YEAR.

Assessment on Harlem depot.....	\$4,005 00
Assessment on Sixty-fifth Street depot.....	350 00
Total.....	\$4,365 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$1,382,959 03
Less operating expenses (excluding all taxes).....	1,092,106 53
Net earning from operation.....	\$290,852 45
<i>Income from other sources, as follows, viz.:</i>	
Rent, \$40,533.69; interest, \$5,174.19.....	\$45,707 88
Refunded from State Treasurer on tax on gross earnings 1880.....	3,000 00
	48,707 88
Gross income from all sources.....	\$339,560 33
<i>Deductions from income as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$23,805 60
Taxes on earnings and capital stock.....	16,148 57
Taxes other than above.....	48,851 26
Interest on funded debt due and accrued.....	170,000 00
	258,805 43
Net income from all sources.....	\$80,754 90
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 7 per cent on capital stock.....	140,000 00
Deficit for year ending September 30, 1886.....	\$59,245 10
GENERAL INCOME ACCOUNT.	
Deficit for year ending September 30, 1886, as shown.....	\$59,245 10
Surplus up to September 30, 1885.....	11,410 48
Total deficit, September 30, 1886.....	\$47,834 62

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$1,382,959 03
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* This deficit is due to a long continued strike, which began in April last, during which while increased expenses unavoidably continued, the receipts were very small.

OPERATING EXPENSES.

Repairs of roadbed and track	\$17,951 40
Repairs of buildings and fixtures	7,456 03
Repairs of cars and other vehicles	80,288 86
Repairs of harness and stable equipment	12,154 79
Horseshoeing	32,818 92
Renewals of horses and mules	87,110 75
Provender (including expense of grinding)	189,928 20
Salaries of general officers and clerks	25,037 50
Wages of conductors and drivers	328,327 64
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	236,740 02
Light and fuel	17,726 50
Water tax	4,552 61
Damages to persons and property	15,599 16
Legal expenses	19,282 19
Advertising, printing and office expenses	52,964 13
Insurance	6,089 88
Rent of tracks	8,000 00
Removal of snow and ice	155 20
Total operating expenses	<u>\$1,092,106 58</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$3,121,693 53
Cost of equipment	671,256 84
<i>Other permanent investments, as follows, viz.:</i>	
*Cable road depot and equipment	1,344,125 60
Bonds of the company	54,000 00
Other city railroad bonds	15,000 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand	106,070 26
Profit and loss (deficiency)	47,834 62
	<u>\$5,359,980 85</u>

LIABILITIES.

Capital stock	\$2,000,000 00
Funded debt	2,500,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	42,500 00
Bills payable	780,000 00
Open accounts	87,480 85
	<u>\$5,359,980 85</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from City Hall to Third avenue and One Hundred and Thirtieth street	8.25
Single track, branch, from One Hundred and Twenty-fifth street, East river, to One Hundred and Twenty-fifth street, North river	2.50
Single track, branch, from Tenth avenue and One Hundred and Twenty-fifth street to Tenth avenue and One Hundred and Eighty-sixth street ..	8.25
Total length of single track on main line and branches	14.
Second track on main line and branches	14.
Sidings on main line and branches	00.375
Total length of all tracks and sidings owned	<u>28.375</u>

* The Cable road on One Hundred and Twenty-fifth street and Manhattan street, and on Tenth avenue, will be completed before the close of 1886, and as soon as all accounts are closed, will be included in cost of road and equipment.

Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	223
Number of open cars.....	127
Horses and mules.....	2,190
Schedule time making trip one way.....	1 hr. 20 min.
Cars are run.....	Every ½ minute during day.
Rate of fare per passenger.....	5 cents
Number of passengers carried in cars during year.....	About 27,750,000
Average number of employees (including officials) during year.....	About 950

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.		Annual salary.
President.....		\$15,000 00
Vice-President.....		3,000 00
Treasurer.....		2,000 00
Superintendent.....		3,000 00
Secretary.....		2,000 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors.....	12	\$2 00
Drivers.....	12	2 60
Starters.....	12	2 50
Watchmen.....	12	1 75
Switchmen.....	12	1 75
Roadmen.....	12	1 50
Hostlers.....	12	1 75

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	3	2	5

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
LEWIS LYON.....	President.....	New York city.
ALFRED LAZARUS.....	Secretary.....	New York city.
JOHN BEAVER.....	Treasurer.....	New York city.
JOHN H. ROBERTSON.....	Superintendent.....	New York city.

DIRECTORS OF THE COMPANY.

Name.	Residence.
LEWIS LYON.....	New York city.
HENRY HART.....	New York city.
WILLIAM REMSEN.....	New York city.
ROBERT GEORGE REMSEN.....	New York city.
MALTBY G. LANE.....	New York city.
WILLIAM M. PRICHARD.....	New York city.
SAMUEL HALL.....	New York city.
ROBERT W. TAILER.....	New York city.
JOHN B. HOBBY.....	New York city.
ROBERT WILLET.....	Bay Side, L. I., N. Y.
SILVANUS S. RIKER.....	New York city.
JOHN E. PARSONS.....	New York city.
EDWARD LAUTERBACH.....	New York city.

Title of company, Third Avenue Railroad Company.
 Address of general offices, 1119 Third avenue, New York city.
 Date of close of fiscal year, October 31.
 Date of stockholders' annual meeting, first Wednesday after second Monday in November.
 For information concerning this report, address Alfred Lazarus, Secretary.

TROY AND ALBIA.

(Date of charter, January 31, 1866.)

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	500	\$50,000	.....
Issued for actual cash and now outstanding.	447	44,700	\$44,700

FUNDED DEBT.

DESIGNATION OF LIEN.	Date.	INTEREST.		Amount authorized	Amount outstanding.
		Rate.	When payable.		
Consolidated mortgage.....	Jan. 1, 1897	p.c. 7	Jan. & July 1	\$34,000	\$34,000

COST OF ROAD AND EQUIPMENT.

Road.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Roadbed, superstructure and rails .....	.....	\$51,858 84
Real estate, buildings and fixtures.....	.....	14,088 64
Total cost of road.....	.....	\$65,447 48
EQUIPMENT.		
Horses.....	.....	\$6,893 62
Harness .....	.....	308 75
Cars.....	\$695 00	5,803 00
Wagons, snow plows, sleighs, etc.....	.....	150 00
Total cost of equipment.....	\$695 00	\$13,155 87
Grand total cost of road and equipment	\$695 00	\$78,602 85

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$27,703 12
Less operating expenses (excluding all taxes)	19,953 51
Net earnings from operation	\$7,749 22
<i>Income from other sources, as follows, viz.:</i>	
Weighing	31 50
Gross income from all sources	\$7,781 12
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$510 94
Taxes on earnings and capital stock	151 08
Taxes other than above	25 12
Interest on funded debt due and accrued	2,880 00
City assessment	8 26
	3,075 50
Net income from all sources	\$4,705 62
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 8 per cent on capital stock	1,341 00
Surplus for year ending September 30, 1886	\$3,364 62

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$3,364 62
Surplus up to September 30, 1885	7,496 70
Total surplus September 30, 1886	\$10,861 32

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers	\$27,703 12
OPERATING EXPENSES.	
Repairs of roadbed and track	\$991 76
Repairs of buildings and fixtures	205 23
Repairs of cars and other vehicles	757 67
Repairs of harness and stable equipment	143 16
Horseshoeing	821 91
Renewals of horses and mules	136 73
Provender (including expense of grinding)	3,844 13
Salaries of general officers and clerks	1,700 00
Wages of conductors and drivers	6,671 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	3,555 30
Light, fuel and oil	264 25
Removal of snow and ice	199 35
Medicine	58 14
Straw	100 15
Advertising, printing and office expenses	138 45
Insurance	146 52
Contingencies	95 06
Total operating expenses	\$19,953 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$45,447 48
Cost of equipment	13,153 57
<i>Current assets, as follows, viz.:</i>	
Cash on hand	\$11,237 67
Accrued interest July 1 to September 30, 1886	525 00
	11,762 67
	\$90,363 52
LIABILITIES.	
Capital stock	\$44,700 00
Funded debt	34,000 00

TROY AND ALBIA.

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Current liabilities, as follows, viz.:

Interest on funded debt due and accrued	\$560 00	
Dividends unpaid.....	229 00	
Open accounts.....	12 80	
		\$801 80
Profit and loss (surplus).....		10,863 72
		<u>\$90,865 52</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows:

	Miles.
Single track, main line, from Troy to Albia	8.17
Sidings on main line and branches.....	.18

Total length of all tracks and sidings owned..... 8.33

Weight of rail per yard.....	85 to 45 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars	6
Open cars	4
Horses and mules	41
Schedule time making trip one way.....	40 min.
Cars run	Every 80 min.
Rate of fare per passenger	5, 7, 9 & 12 cts.
Number of passengers carried in cars during year	887,581
Average number of employees (including officials) during year	25

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS.

	Annual salary.
Treasurer and Secretary.....	\$500 00
Superintendent	1,200 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors and drivers.....	12	\$1 75
Watchmen	9½	1 00
Roadmen.....	10	1 50
Hostlers.....	12	1 50
Blacksmith.....	10	2 00

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOS. A. KNICKERBOCKER	President.....	Troy, N. Y.
THOS. E. HASLEHURST.....	Secretary and Treasurer.....	Troy, N. Y.
WM. R. BEAN.....	Superintendent	Troy, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOS. A. KNICKERBOCKER	Troy, N. Y.
WM. W. WHITMAN.....	Troy, N. Y.
J. J. TILLINGHAST.....	Troy, N. Y.
LEWIS E. GURLEY.....	Troy, N. Y.
F. W. FARNAM.....	Troy, N. Y.
DANIEL W. FORD	Troy, N. Y.
GEO. T. LANE.....	Troy, N. Y.
WILLIAM E. GILBERT.....	Troy, N. Y.
WM. H. YOUNG	Troy, N. Y.
E. H. VIRGILL.....	Troy, N. Y.
CICERO PRICE.....	Troy, N. Y.
LEVI SMITH.....	Troy, N. Y.
T. E. HASLEHURST.....	Troy, N. Y.

Title of company, Troy and Albany Horse Railroad Company.

Address of general offices, 11 First street, Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, January 12.

For information concerning this report, address Theo. E. Haslehurst, Sec'y and Treas.

TROY AND COHOES.

LESSOR.

LESSEE — TROY AND LANSINGBURGH.

(Date of charter, February 11, 1862.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter	1,000	\$100,000	
Issued for actual cash and now outstanding..	.....	50,000	\$50,000

COST OF ROAD.

Total cost up to
Sept. 30, 1886.

Roadbed, superstructure and rails, right of way, real estate..... \$50,000

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

* Rent of road..... \$3,500 00
Dividend declared, 7 per cent on capital stock..... 3,500 00

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

Cost of road \$50,000 00
Capital stock..... 50,000 00

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM BARTON.....	President.....	Troy, N. Y.
JOSEPH W. FULLER.....	Vice-President.....	Troy, N. Y.
J. J. HAGEN.....	Treasurer and Secretary ...	Lansingburgh, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
WILLIAM BARTON.....	Troy, N. Y.
JOSEPH W. FULLER.....	Troy, N. Y.
JOHN ROBERT WARREN	Hoosick Falls, N. Y.
JOSEPH M. WARREN.....	Troy, N. Y.
AUGUSTUS A. PEBBLES.....	Lansingburgh, N. Y.

* The rent of the road (7 per cent on the capital stock), \$3,500, is received from the Troy and Lansingburgh Railroad Company and distributed to the stockholders. This constitutes the entire receipts and disbursements of the company.

TROY AND COHOES.

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<i>Name.</i>	<i>Residence.</i>
WILLIAM KEMP.....	Troy, N. Y.
OTIS G. CLARK.....	Troy, N. Y.
CHAS. CLEMINSHAW.....	Troy, N. Y.
JOSEPH B. CARR.....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
M. H. BURTON, M. D.....	Troy, N. Y.

Title of company, Troy and Cohoes Railroad Company.

Address of general offices, 205 River street, Troy, N. Y.

Date of close of fiscal year, December 31.

For information concerning this report, address J. J. Hagen, Secretary and Treasurer.

TROY AND LANSINGBURGH.

(Date of charter, September 6, 1860.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding	6,000	\$300,000	\$300,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
Second mortgage bonds.....	July 1, 1888	p.c 7	Jan. & July	\$50,000
Second mortgage bonds.....	July 1, 1893	7	Jan. & July	50,000
Debenture bonds	Feb. 2, 1896	6	Feb. & Aug.	161,555
Total				\$261,555

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
roadbed, superstructure and rails	\$5,067 15	\$222,453 05
right of way.....		5,861 94
real estate	8,281 85	37,875 61
buildings and fixtures.....	29,068 74	147,223 57
Total cost of road	\$42,417 74	\$412,914 17

COST OF ROAD AND EQUIPMENT—(Continued).

EQUIPMENT.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept. 30, 1886.
Horses	*\$7,010 00	\$67,900 00
Harness	1,273 25	4,411 75
Cars, including stoves, etc.	3,630 00	73,250 00
Furniture, tools and machinery	2,968 89	8,537 89
Wagons, trucks, snow plows, sleighs.....	975 00	2,350 00
Total cost of equipment	\$1,837 14	\$127,569 50
Grand total cost of road and equipment	\$44,254 83	\$570,458 12

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

<i>Roadbed, superstructure and rails:</i>		
Additional track, steam crossings, etc.		\$5,067 15
<i>Real estate:</i>		
Improvement of Simmons' Island lot.....	\$531 85	
Purchase of lots in Troy for new barn.....	7,750 00	
		8,281 85
<i>Buildings and fixtures:</i>		
Expended on barn and car-house, Cohoes	\$11,218 94	
Expended on barn and car-house, Troy.....	18,209 80	
		*29,428 74
<i>Equipment:</i>		
Additional harness.....	\$1,273 25	
Additional cars and improvement	3,630 00	
Additional furniture, tools and machinery.....	2,968 89	
Additional wagon and snow plows.....	975 00	
	\$8,847 14	
Decrease in horses.....	7,010 00	
		1,837 14
Total.....		†\$44,714 86

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....		\$306,277 50
Less operating expenses (excluding all taxes).....		230,854 51
Net earnings from operation.....		\$75,423 99
<i>Income from other sources, as follows, viz.:</i>		
Advertising signs, etc.	\$769 00	
Scrap iron.....	56 73	
		825 73
Gross income from all sources		\$76,249 72
<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$4,403 16	
Taxes on earnings and capital stock	2,440 43	
Taxes other than above	81 90	
Interest on funded debt due and accrued	16,783 30	
Rent Troy and Cohoes Railroad.....	3,500 00	
Rent Lansingburgh and Cohoes Railroad	1,050 00	
Rent Waterford and Cohoes Railroad	50 00	
		28,258 79
Net income from all sources		\$47,990 93
<i>Payments from net income, as follows, viz.:</i>		
Dividends declared, 3 per cent on capital stock.....		30,000 00
Surplus for year ending September 30, 1886.....		\$17,990 93

* Credit.

† This is a discrepancy of \$480 from figures as stated in "Cost of Road and Equipment," ante.—R. R. Commissioners.

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....		\$17,990 18
Deficit up to September 30, 1885.....	\$54,522 32	
Less adjustment of construction and equipment accounts and operating expenses.....	44,779 78	
		9,742 59
Total surplus September 30, 1886		\$3,247 59

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$306,019 90
Transportation of papers.....	257 85
Total gross earnings.....	\$306,277 75

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$13,667 90
Repairs of buildings and fixtures.....	2,924 29
Repairs of cars and other vehicles.....	7,622 84
Repairs of harness and stable equipment.....	928 91
Adams' bell punch and inspection.....	2,188 96
Horseshoeing.....	7,632 33
Stable expenses.....	1,888 63
Renewals of horses.....	12,961 90
Provender (including expense of grinding).....	45,743 67
Salaries of general officers, clerks and superintendent.....	12,013 73
Wages of conductors and drivers.....	69,404 85
Wages of watchmen, starters, hostlers, etc.....	31,520 43
Light and fuel.....	3,514 90
Water tax.....	815 18
Damages to persons and property.....	840 50
Legal expenses.....	1,823 70
Advertising, printing and office expenses.....	1,766 68
Insurance.....	2,194 06
Removal of snow and ice.....	1,216 93
<i>Contingencies:</i>	
Rent of bridges, D. & H. C. Co.....	\$2,000 00
Union B. Co.....	2,096 42
Cohoes and Lansingburgh Bridge Co.....	2,095 55
Discount and interest on floating debt.....	2,115 87
Rent of offices and stations.....	549 25
Telephone service.....	224 35
Employees' uniforms.....	177 98
National and State railroad associations, and traveling.....	124 25
Water.....	98 00
Ice.....	20 00
Sundries.....	182 95
	9,684 62
Total operating expenses.....	\$230,854 51

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road.....	\$412,914 17
Cost of equipment.....	157,569 55
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$5,158 81
Supplies on hand.....	18,105 61
	18,259 42
	\$588,743 14

LIABILITIES.

Capital stock.....	\$300,000 00
Funded debt.....	261,555 00

Current liabilities, as follows, viz.:

Interest on funded debt due and accrued.....	\$3,865 55	
Bills payable	15,575 00	\$19,440 55
Profit and loss (surplus).....		2,267 19
		<u>\$350,743 14</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

Length of railway owned by company, as follows, viz.:

	Miles.
Single track, main line, from Iron Works, Troy, to Waterford	6.53
Second track on main line and branches	6.25
Total length of all tracks and sidings owned.....	<u>12.</u>

Length of railways leased and operated by this company, as follows :

Single track, from Troy to Cohoes (T. & C. R. R.).....	3.72
Single track, from Lansingburgh to Cohoes (L. & C. R. R.)	1.14
Single track, from Waterford to Cohoes (W. & C. R. R.).....	1.57
Total length of single track leased	<u>6.54</u>
Second track and sidings.....	2.32
Total length of all tracks and sidings leased.....	<u>8.86</u>

Grand total length of all tracks and sidings owned and leased

21.86

Weight of rail per yard.....	45 lbs.
Gauge of track.....	4 ft. 8 1/2 in.
Number of box cars.....	5
Open cars.....	4
Horses.....	30
Schedule time making trip one way.....	1 hour 8 min. on main line.
Cars run	From 4 to 7 p.m.

Rates of fare per passenger :

Local	5 cents.
Through	10 and 12 cts.
Number of passengers carried in cars during year.....	5,460,65
Average number of employees (including officials) during year.....	<u>20</u>

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

	Annual salary.
General officers	\$6,000 00
Executive Committee.....	1,100 00
Paymaster and clerks	2,472 00
Assistant Superintendent.....	<u>2,250 00</u>

Directors not salaried, receive \$5 each for each meeting attended.

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers, including meals	12.20	\$2 00
Starters	9	2 00
Watchmen.....	12	2 00
Hillmen	9 1/2	1 75
Flagmen.....	9 1/2	2 00
Hostlers.....	10	\$1 45 to 1 65
Helpers	10	1 50, 2 00
Hitchers.....	10	1 00
Firemen	10	2 00, 2 50
Track master	10	<u>\$20 per week</u>

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Track bosses	10	\$1 75, \$2 00
Trackmen	10	1 50
Pavers	10	2 00
Teamsters	10	2 00
Blacksmiths	10	2 00, 2 50
Carpenters	10	2 00, 2 50

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Others than passengers and employees	3	1	4
Total	5	1	6

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
WILLIAM KEMP	President	Troy, N. Y.
CHAS. CLEMINSHAW	Vice-President	Troy, N. Y.
JOSEPH J. HAGEN	Treasurer and Secretary	Lansingburgh, N. Y.
JOHN E. MITER	Paymaster	Lansingburgh, N. Y.
LEANDER C. BROWN	Superintendent	Lansingburgh, N. Y.
C. H. SMITH	Assistant Superintendent	Cohoes, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence</i>
WILLIAM BARTON	Troy, N. Y.
WILLIAM KEMP	Troy, N. Y.
CHARLES CLEMINSHAW	Troy, N. Y.
OTIS G. CLARK	Troy, N. Y.
DAVID T. LAMB	Waterford, N. Y.
E. A. PECK	Troy, N. Y.
NATHANIEL B. POWERS	Lansingburgh, N. Y.
HENRY B. DAUCHY	Troy, N. Y.
JOHN W. CIPPERLY	Lansingburgh, N. Y.
CHARLES W. TILLINGHAST	Troy, N. Y.
JOSEPH B. CARR	Troy, N. Y.
E. G. AKIN	Troy, N. Y.
CHARLES L. ALDEN	Troy, N. Y.

Title of company, The Troy and Lansingburgh Railroad Company.

Address of general offices, 205 River street, Troy, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in January.

For information concerning this report, address Joseph J. Hagen, Treasurer and Secretary.

TWENTY-THIRD STREET (New York City).

(Date of charter, January 29, 1872.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.
Authorized by law or charter, issued for actual cash and now outstanding.....	6,000	\$600,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
First mortgage bonds (250), \$1,000 each.....	1893	7	May & Nov.	\$250,000
Debenture bonds (100), \$1,000 each.....	Jan., 1906	5	Jan. & July	100,000
Sinking fund income bonds (15), \$1,000 each.	May, 1887	6	Nov. & May	15,000
Mortgage on three lots, First avenue and Thirty-fourth street.	Past due.	7	Jan. & July	17,300

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to September 30, 1886.
Roadbed, superstructure and rails		\$445,145 39
Right of way (amount paid the city).....		150,000 00
Buildings and fixtures.....	\$28,910 16	239,959 61
Total cost of road	\$28,910 16	\$835,114 90
EQUIPMENT.		
Horses and harness.....		\$162,783 23
Cars.....	\$43,000 00	154,954 67
Total cost of equipment.....	\$43,000 00	\$337,737 90
Grand total cost of road and equipment	\$71,910 16	\$1,172,851 70

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Forty new Bleecker street and Fulton ferry cars..... \$43,000 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation (including leased lines).....	\$634,895 70
Less operating expenses (excluding all taxes).....	459,879 87
Net earnings from operation.....	\$175,516 83
<i>Income from other sources, as follows, viz.:</i>	
Rents.....	\$13,800 00
Interest.....	1,239 68
Bundries.....	9,065 00
	24,104 68
Gross income from all sources.....	\$199,621 01
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$5,227 07
Taxes on earnings and capital stock.....	13,687 09
Taxes other than above.....	284 57
Interest on funded debt due and accrued.....	25,054 48
Rent of leased lines.....	85,295 88
	129,548 59
Net income from all sources.....	\$70,072 42
<i>Payments from net income, as follows, viz.:</i>	
Dividends declared, 10 per cent on capital stock.....	60,000 00
Surplus for year ending September 30, 1886.....	\$10,072 42

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$10,072 42
Surplus up to September 30, 1885.....	208,868 76
Total surplus September 30, 1886.....	\$218,941 18

RENT OF LEASED LINES.

Bleecker Street and Fulton Ferry Railroad Company.....	\$62,500 00
Broadway Surface Railroad Company.....	18,750 00
Dry Dock, East Broadway and Battery Railroad Company.....	300 00
Ninth Avenue Railroad Company.....	2,000 00
Third Avenue Railroad Company.....	495 88
Second Avenue Railroad Company.....	650 00
Central Park, North and East River Railroad Company.....	350 00
Forty-second and Grand Street Ferry Railroad Company.....	250 00
Total.....	\$85,295 88

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers, including leased lines.....	\$634,895 70
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OPERATING EXPENSES.

Repairs of roadbed and track.....	\$16,880 05
Repairs of buildings, fixtures, cars and other vehicles.....	21,473 44
Repairs of harness and stable equipment.....	10,203 00
Horseshoeing.....	9,397 63
Renewals of horses and mules.....	40,219 50
Provender (including expense of grinding).....	73,390 77
Salaries of general officers and clerks.....	20,602 69
Wages of conductors and drivers.....	128,220 89
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	84,258 47
Light and fuel.....	4,643 86
Water tax.....	841 60
Damages to persons and property.....	8,803 60
Legal expenses.....	11,637 65
Advertising, printing and office expenses.....	8,002 81
Insurance.....	4,914 95
Removal of snow and ice.....	3,013 16

<i>Contingencies:</i>	
Ground rent, etc.....	\$8,750 00
Incidental.....	1,451 47
Dock.....	1,471 91
John O'Brien, receiver.....	1,800 00
Register.....	157 05
Manure.....	1,415 09
Detective service.....	3,324 41
Conductors' coats and caps.....	7 97
	<hr/>
	\$18,877 90
Total operating expenses	<hr/>
	\$459,379 87

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$335,114 30
Cost of equipment	337,737 40
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$47,657 02
Supplies on hand	6,685 28
	<hr/>
	54,342 30
	<hr/>
	\$1,227,194 00
LIABILITIES.	
Capital stock.....	\$600,000 00
Funded debt.....	385,500 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	\$9,297 91
Open accounts	10,464 91
	<hr/>
	19,762 82
Profit and loss (surplus), consisting of \$47,657.02 cash, and balance in bet- terment and equipment of leased lines.....	218,951 18
	<hr/>
	\$1,227,194 00

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>		Miles.
Single track, main line from Twenty-third street, North river to Twenty- third street, East river		2
Single track, branches .....		.30
Total length of single track on main line and branches.....		2.30
Second track on main line and branches.....		2.30
Total length of all tracks and sidings owned		5
<i>Length of railway leased and operated by this company, as follows:</i>		
Single track from West Twenty-third street to Fulton ferry		4.50
Second track and sidings.....		4.50
Total length of all tracks and sidings leased		9
Grand total length of all tracks and sidings owned and leased.....		14
Weight of rail per yard.....	54 lbs.	
Gauge of track.....	4 ft. 8 1/2 in.	
Number of box cars.....	123	
Horses.....	756	
<i>Schedule time making trip one way:</i>		
To East Twenty-third Street ferry.....	22 min.	
To East Thirty-fourth Street ferry.....	27 min.	
To Brooklyn bridge	34 min.	
To Fulton ferry.....	43 min.	
Cars run.....	1 1/2 and 3 min.	
Rate of fare per passenger	5 cents.	
Number of passengers carried in cars during year.....	12,697,914	
Average number of employees (including officials) during year	474	

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.

Annual salary.

President, Vice-President, Treasurer, Secretary, Acting Superintendent and nine clerks	18,498 00
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EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors and drivers	12	\$2 00
Starters	10	2 50
Watchmen	12	1 75
Switchmen	10	1 25
Roadmen	12	2 25
Hostlers	12	1 75
Clerks	9	2 00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers	2	.....	2
Others than passengers or employees	5	1	6
Total	7	1	8

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
JACOB SHARP	President	New York city.
THOS. H. McLEAN	Secretary	New York city.
LEWIS MAY	Treasurer	New York city.
GEORGE TERRY	Acting Superintendent	New York city.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JACOB SHARP	New York city.
LEWIS MAY	New York city.
HENDERSON MOORE	New York city.
JAMES LYNCH	New York city.
ISAAC HENDRIX	New York city.
JOHN DOWNEY	New York city.
L. MARK	New York city.
JOHN H. SELMES	New York city.
HENRY SANFORD	New York city.
LAZARUS ROSENFELD	New York city.
WM. MENZIES	New York city.
CHAS. P. FRAME	New York city.
JAS. FLANAGAN	New York city.

Title of company, Twenty-third Street Railway Company.

Address of general offices, 621 West Twenty-third street, New York city.

Date of close of fiscal year September 30.

Date of stockholders' annual meeting, third Monday in June.

For information concerning this report, address Thos. H. McLean, Secretary.

UTICA, CLINTON AND BINGHAMTON.

(STREET DEPARTMENT).

(Date of charter, March 25, 1868.)

For history of organization, see Report of 1885.

The steam road (from Utica to Smith's Valley) was leased to and is now operated by the Delaware and Hudson Canal Company (or its sub-lessees), but the horse car lines from Main street, in the city of Utica, to New Hartford and Whitestown are operated by this company. No special account of construction and equipment has ever been kept between steam and horse roads.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	10,000	\$1,000,000
*Issued on account of construction and now outstanding...		849,285

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.
		Rate.	When payable.	
+Utica and Waterville extended to.....	1st Jan., 1890	6 p.c.	Jan. & July	\$200,000
Utica, Clinton and Binghamton.....	1st Jan., 1890	7	Jan. & July	300,000
Utica, Clinton and Binghamton.....	1st Jan., 1890	7	Jan. & July	200,000
‡Utica, Clinton and Binghamton extended to...	1st Jan., 1890	6	Jan. & July	100,000
Total... ..				\$800,000

COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment..... \$81,632,285 00

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$42,249 33
Less operating expenses (excluding all taxes)	29,427 80
Net earnings from operation.....	\$12,821 53
<i>Income from other sources, as follows, viz.:</i>	
Rental of steam road.....	\$70,000 00
Organization expenses.....	500 00
	70,500 00
Gross income from all sources	\$83,321 53

* Two hundred thousand dollars issued to city of Utica, guaranteed 5 per cent per annum, for municipal aid.

† One thousand owned by the company.

‡ Four thousand owned by the company.

▲ This includes cost of the steam road now leased to the Delaware and Hudson Canal Company.

<i>Deductions from income, as follows, viz.:</i>		
Taxes on property used in operation of road.....	\$490 98	
Taxes on earnings and capital stock.....	269 89	
Taxes other than above.....	96 88	
Interest on funded debt due and accrued	52,700 00	
Guarantee to city of Utica, \$10,000; barn mortgage, \$3,000..	13,000 00	
Salary, law and equipment.....	1,037 40	
		<u>\$67,584 10</u>
Surplus for year ending September 30, 1886		<u>\$15,738 53</u>

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$15,738 53
Surplus up to September 30, 1885.....	17,938 68
Total surplus September 30, 1886.....	<u>\$33,677 21</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$41,410 93
From mails	525 00
From sundries	314 00
Total gross earnings	<u>\$42,249 93</u>

OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$1,337 84
Repairs of buildings and fixtures.....	273 19
Repairs of cars and other vehicles.....	2,529 19
Repairs of harness and stable equipment.....	363 80
Horseshoeing	1,503 42
Renewals of horses and mules.....	1,875 05
Provender (including expense of grinding).....	8,187 18
Salaries of general officers and clerks	2,100 00
Wages of conductors and drivers	6,451 86
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	3,408 88
Light and fuel	464 98
Water tax	87 59
Removal of snow and ice.....	8 50
Advertising, printing and office expenses.....	337 58
Insurance.....	268 85
Contingencies.....	280 29
Total operating expenses.....	<u>\$29,427 30</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road and equipment.....	\$1,639,285 00
<i>Other permanent investments, as follows, viz.:</i>	
Over crossing bridge extension	8,583 87
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$25,768 34
One-fourth rental.....	17,500 00
Company's bonds.....	5,000 00
	<u>48,268 34</u>
	<u>\$1,696,137 21</u>

LIABILITIES.	
Capital stock.....	\$649,285 00
Funded debt.....	800,000 00
Guaranteed to city of Utica.....	200,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest due and accrued	13,175 00
Profit and loss (surplus)	33,677 21
	<u>\$1,696,137 21</u>

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

When the present stockholders took possession, the tracks were in bad condition, and a large portion had to be relaid and 3,000 feet rebuilt with new rails, etc.

The company had no barn and one was built. There were no horses and but few harnesses. Right of way and site for barn were included in purchase, and nothing in addition has been paid for same.

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation from July 4, 1886.....	\$4,479 91
Less operating expenses (excluding all taxes)	3,325 37
Gross income from all sources.....	\$1,154 54
<i>Deductions from income, as follows, viz.:</i>	
State tax.....	\$10 45
Interest on funded debt due and accrued.....	450 00
Interest on temporary loans.....	4 94
	465 39
Net income from all sources	\$689 15

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$4,479 91
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OPERATING EXPENSES FROM JULY 4 TO SEPTEMBER 30, 1886.

Repairs of roadbed and track	\$540 50
Repairs of cars and other vehicles	343 26
Repairs of harness and stable equipment	33 07
Horseshoeing	47 40
Provender (including expense of grinding)	407 58
Salaries of general officers and clerks	216 00
Wages of conductors and drivers.....	550 00
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	143 00
Light and fuel	30 62
Extra teams during races, State fair and picnics.....	504 14
Advertising, printing and office expenses.....	185 21
Insurance.....	41 24
Contingencies.....	294 35
Total operating expenses.....	\$3,325 37

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$32,450 14
Cost of equipment.....	2,571 20
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	347 81
	\$35,369 15

LIABILITIES.

Capital stock.....	\$30,000 00
Funded debt	15,000 00
<i>Current liabilities, as follows, viz.:</i>	
Profit and loss (surplus).....	689 15
	\$35,689 15

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>		Miles.
Single track, main line, from Genesee street to Utica Park.....		2.83
Sidings.....		.27
Total length of all tracks and sidings owned.....		2.60
Weight of rail per yard.....	25 and 47 lbs.	
Gauge of track.....	4 ft. 8½ in.	
Number of box cars.....	8	
Open cars.....	5	
Horses and mules.....	11	
Schedule time making trip one way.....	20 minutes.	
Cars run.....	Every 20 min.	
Rate of fare per passenger.....	5 and 10 cts.	
Number of passengers carried in cars during year.....	Boxes used give no record.	
Average number of employees (including officials) during year.....	4	

SALARIES, WAGES, ETC., OF OFFICER AND EMPLOYEES.

OFFICER.	Annual salary
Superintendent	\$720 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Drivers.....	15	\$1 33.8
Hostlers.....	15	1 33.8

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JAMES F. MANN	President.....	Utica, N. Y.
WILLIAM E. LEWIS	Secretary.....	Utica, N. Y.
JOHN H. SHEEHAN.....	Treasurer.....	Utica, N. Y.
MICHAEL LEAHY.....	Superintendent.....	Utica, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
J. F. MANN	Utica, N. Y.
W. E. LEWIS	Utica, N. Y.
J. H. SHEEHAN	Utica, N. Y.
A. D. BARBER.....	Utica, N. Y.
WILLIAM KERNAN	Utica, N. Y.
J. M. CHILDS.....	Utica, N. Y.
J. B. WILD.....	Utica, N. Y.
P. C. J. D'ANGELIS.....	Utica, N. Y.
WARD HUNT	Utica, N. Y.
C. G. DUFFY	Utica, N. Y.
R. G. HOERLEIN	Utica, N. Y.
T. R. PROCTOR.....	Utica, N. Y.
W. P. FISH.....	Utica, N. Y.

Title of company, The Utica and Mohawk Railroad Company.

Address of general offices, Utica, N. Y.

Date of close of fiscal year, January 1.

Date of stockholders' annual meeting, first Wednesday after first Monday in January.

For information concerning this report, address James F. Mann, President.

VAN BRUNT STREET AND ERIE BASIN (Brooklyn).

(Date of charter, February 15, 1861.)

CAPITAL STOCK AND FUNDED DEBT.**CAPITAL STOCK.**

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter.....	15,000	\$150,000	.....
Issued for actual cash and now outstanding.....	7,500	75,000	\$75,000

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstand- ing.	Cash real- ized on amount outstand- ing.
		Rate.	When payable.		
		p.c.			
First mortgage bonds	5 20 from April 1, 1882	6	April & Oct.	\$25,000	\$25,000

COST OF ROAD AND EQUIPMENT.

ROAD.		Total cost up to Sept. 30, 1886.
Roadbed, superstructure and rails.....		\$69,256 47
Real estate, buildings and fixtures		14,600 00
Total cost of road.....		\$83,856 47
EQUIPMENT.		
Harness		\$6,470 00
Cars.....		8,600 00
Total cost of equipment.....		\$15,070 00
Grand total cost of road and equipment.....		\$98,926 47

INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$20,979 88
Less operating expenses (excluding all taxes).....	16,271 26
Net earnings from operation.....	\$4,708 62
Miscellaneous.....	270 00
Gross income from all sources.....	\$4,978 62
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road.....	\$662 35
Taxes on earnings and capital stock.....	203 17
Taxes other than above.....	8 53
Interest on funded debt due and accrued.....	2,250 00
	3,124 05
Surplus for year ending September 30, 1886.....	\$1,854 47

VAN BRUNT STREET AND ERIE BASIN.

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GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown.....	\$1,854 47
Surplus up to September 30, 1885	899 20
Total surplus September 30, 1886 ,.....	<u>\$2,253 67</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$20,979 89
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$601 76
Repairs of buildings and fixtures.....	566 75
Repairs of cars and other vehicles.....	630 88
Repairs of harness.....	97 59
Horseshoeing.....	587 75
Renewals of horses and mules.....	665 00
Provender (including expense of grinding).....	3,281 18
Salaries of general officers and clerks.....	1,800 00
Wages of conductors, drivers and hostlers.....	7,410 25
Light and fuel.....	153 44
Water tax.....	51 98
Damages to persons and property.....	40 00
Removal of snow and ice.....	99 30
Advertising, printing and office expenses.....	74 59
Insurance.....	68 74
Contingencies, viz.: Rents, \$350; licenses, \$180; sundries, \$182.15.....	642 15
Total operating expenses.....	<u>\$16,271 86</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$83,856 47
Cost of equipment.....	15,070 00
<i>Current assets, as follows, viz.:</i>	
Cash on hand.....	\$4,720 20
Supplies on hand.....	150 00
	<u>4,870 20</u>
	<u>\$103,796 67</u>
LIABILITIES.	
Capital stock	\$75,000 00
Funded debt.....	25,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	750 00
Profit and loss (surplus).....	3,046 67
	<u>\$103,796 67</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows:</i>	Miles.
Single track, main line, from Hamilton Ferry to Erie Basin dry docks....	1.5
Second track on main line and branches.....	1.5
Total length of all tracks and sidings owned.....	<u>8</u>
Weight of rails per yard.....	45 lbs.
Gauge of track.....	4 ft. 8½ in.
Number of box cars.....	5
Open cars.....	2
Horses and mules.....	24
Schedule time making trip one way.....	15 minutes.
Cars run.....	6 to 10 min.
Rate of fare per passenger (40 tickets for \$1).....	3 cents.
Number of passengers carried in cars during year.....	762,904
Average number of employees (including officials) during year.....	<u>17</u>

REPORT OF THE RAILROAD COMMISSIONERS.

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Superintendent		\$1,200.00
Bookkeeper.....		100.00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day.
Conductors.....	12	\$2.00
Drivers.....	12	2.00
Roadmen.....	10	1.50
Hostlers.....	12	1.75

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
JOHN CUNNINGHAM.....	President and Superintendent....	Brooklyn, N. Y.
EDMUND TERRY.....	Secretary and Treasurer.....	Brooklyn, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
JOHN CUNNINGHAM.....	Brooklyn, N. Y.
EDMUND TERRY.....	Brooklyn, N. Y.
FRANKLIN STEBBINS.....	Brooklyn, N. Y.
DAVID W. BINNS.....	Brooklyn, N. Y.
C. P. CUNNINGHAM.....	Brooklyn, N. Y.
JOSEPH WHITE.....	Brooklyn, N. Y.
J. P. ROBINSON.....	Brooklyn, N. Y.

Title of company, Van Brunt Street and Erie Basin Railroad Company.
 Address of general offices, 284 Van Brunt street, Brooklyn, N. Y.
 Date of close of fiscal year, September 30.
 Date of stockholders' annual meeting, third Monday in February.
 For information concerning this report, address John Cunningham, President and Superintendent.

WASHINGTON STREET AND STATE ASYLUM (Binghamton).

(Date of charter, October 23, 1871.)

This road is run in connection with the Park Avenue Railroad and this report embraces the operation of both roads.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.
Authorized by law or charter.....	400	\$40,000.
Issued for actual cash, and now outstanding.....	250	25,000

* Wages per week.

FUNDED DEBT.

DESIGNATION OF LIEN.	Rate of interest.	Amount outstanding.
Bonds.....	6 per ct.	\$19,965 67

COST OF ROAD AND EQUIPMENT.

ROAD.	Total cost up to Sept. 30, 1886.
roadbed, superstructure and rails	\$27,115 00
real estate.....	100 00
buildings and fixtures	450 00
purchase of constructed road.....	6,414 81
Total cost of road.....	\$34,079 81
EQUIPMENT.	
Horses	\$8,210 00
Harness	197 68
Cars	6,870 00
Total cost of equipment	\$9,777 68
Grand total cost of road and equipment	\$43,857 49

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

The purchase of constructed road in "Additions and Betterments" consists of cable road, with power, up the Asylum Hill to the Binghamton Chronic Insane Asylum.....	\$6,414 81
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation.....	\$10,163 25
Less operating expenses (excluding all taxes).....	9,872 18
Gross income from all sources	\$291 07
<i>Deductions from income, as follows, viz.</i>	
Taxes on earnings and capital stock.....	\$350 16
Interest on funded debt due and accrued	1,228 42
	1,578 58
Deficit for year ending September 30, 1886.....	\$1,287 51

GENERAL INCOME ACCOUNT.

Deficit for year ending September 30, 1886, as shown.....	\$1,287 51
Deficit up to September 30, 1885.....	748 69
Total deficit up to September 30, 1886.....	\$2,036 20

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.	
From passengers.....	\$10,048 25
From advertising, etc.....	115 00
Total gross earnings	\$10,163 25
OPERATING EXPENSES.	
Repairs of roadbed and track.....	\$755 47
Repairs of buildings and fixtures	78 68
Repairs of cars and other vehicles	313 12
Repairs of harness and stable equipment.....	38 90
Horseshoeing.....	483 10

Renewals of horses and mules	\$373 42
Provender (including expense of grinding)	2,312 34
Salaries of general officers and clerks	710 00
Wages of conductors and drivers	2,455 27
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.	636 75
Light and fuel	329 50
Damages to persons and property	663 50
Removal of snow and ice	12 50
Advertising, printing and office expenses	64 70
Insurance	54 00
Contingencies	292 00
Total operating expenses	\$3,572 18

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$34,073 25
Cost of equipment	9,777 50
<i>Current assets, as follows, viz.</i>	
Cash on hand	52 74
Supplies on hand	50 40
Profit and loss (deficiency)	2,094 27
	\$45,995 56
LIABILITIES.	
Capital stock	\$25,000 00
Funded debt	19,965 00
<i>Current liabilities, as follows, viz.:</i>	
Sundries	1,030 56
	\$45,995 56

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

	Miles
Length of road owned by company, single track, main line, from Park avenue to Pettit road	15.5
Length of railway operated by company, single track, from Ross Park to South Main street	1
Grand total length of all tracks and sidings owned and leased	4 1/2
Weight of rail per yard	16 to 25 lbs
Gauge of track	4 feet
Number of box cars	1
Open cars	1
Horses and mules	3
Schedule time making trip one way	1 hour
Cars run	Every 5 minutes
Rate of fare per passenger (tickets 8 1-3 cents)	4 and 5 cents
Number of passengers carried in cars during year	222,000
Average number of employees (including officials) during year	100

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICER.		
Superintendent, annual salary.....	\$5,000 00	
EMPLOYEES.		
	Average No. of hours on duty per day.	Wages per day
Conductors	13	\$1.25
Hostlers.....	13	1.00

NUMBER OF ACCIDENTS.

	Injured.	Killed.	Total.
Passengers.....	13	1	14

OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
R. H. MEAGLEY.....	President.....	Binghamton, N. Y.
GEO. WHITNEY.....	Vice-President.....	Binghamton, N. Y.
I. J. MEAGLEY.....	Secretary.....	Binghamton, N. Y.
F. E. ROSS.....	Treasurer.....	Binghamton, N. Y.
WM. WHITNEY.....	Superintendent.....	Binghamton, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
ALLEN PERKINS.....	Binghamton, N. Y.
WM. B. OSBORN.....	Binghamton, N. Y.
ERASTUS ROSS.....	Binghamton, N. Y.
F. E. ROSS.....	Binghamton, N. Y.
GEO. WHITNEY.....	Binghamton, N. Y.
R. H. MEAGLEY.....	Binghamton, N. Y.
F. W. WHITNEY.....	Binghamton, N. Y.
GEO. F. LYON.....	Binghamton, N. Y.
R. HOOPER.....	Binghamton, N. Y.
W. N. BENNETT.....	Binghamton, N. Y.
I. J. MEAGLEY.....	Binghamton, N. Y.
EDWARD K. CLARK.....	Binghamton, N. Y.
I. S. MATTHEWS.....	Binghamton, N. Y.

Title of company, Washington Street and State Asylum Railroad Company.

Address of general offices, Binghamton, N. Y.

Date of close of fiscal year, September 30.

Date of stockholders' annual meeting, second Tuesday in December.

For information concerning this report, address R. H. Meagley, President.

WATERFORD AND COHOES.

LESSOR.

LESSEE—TROY AND LANSINGBURGH.

(Date of charter, February 8, 1888.)

For history of organization, see Report of 1885.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by law or charter, issued for actual cash and now outstanding.....	250	\$25,000	\$25,000

COST OF ROAD.

	Total cost up to Sept. 30, 1885
Purchase of constructed road	\$23,801 82
Engineering and other expenses	1,175 62
Total cost of road	\$24,977 44

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.	
Cost of road	\$24,977 44
Current assets, as follows, viz.:	
Cash on hand	536 54
	\$25,513 98
LIABILITIES.	
Capital stock	\$25,000 00
Profit and loss (surplus)	513 98
	\$25,513 98

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
THOMAS BRESLIN	President	Waterford, N. Y.
CHARLES C. ORMSBY	Secretary and Treasurer	Waterford, N. Y.

DIRECTORS OF THE COMPANY.

Name.	Residence.
THOMAS BRESLIN	Waterford, N. Y.
WILLIAM M. WHITE	Utica, N. Y.
CHARLES C. ORMSBY	Waterford, N. Y.
EDWARD G. MUNSON	Waterford, N. Y.
WILLIAM BURTON	Waterford, N. Y.
J. W. HINES	Waterford, N. Y.
JOHN LAUGHLIN	Waterford, N. Y.
ABNER J. GRIFFIN	Waterford, N. Y.
JOHN J. DUNLOP	Waterford, N. Y.
HENRY C. VANDENBERGH	Waterford, N. Y.
THOMAS A. KNICKERBOCKER	Troy, N. Y.
GEORGE CAMPBELL	Cohoes, N. Y.
JOHN WAKEMAN	Cohoes, N. Y.

Title of company, The Waterford and Cohoes Railroad Company.

Address of general offices at Waterford, N. Y.

Date of stockholders' annual meeting, second Tuesday of February.

For information concerning this report, address C. C. Ormsby, Secretary.

WATERVLIET TURNPIKE (Albany).

(Date of charter, April 15, 1862.)

For history of organization, see Report of 1885.

CAPITAL STOCK AND FUNDED DEBT.

CAPITAL STOCK.

	No. of shares.	Par value.	Cash realized on amount outstanding.
Authorized by charter, issued for actual cash and now outstanding	2,400	\$240,000	\$240,000

WATERVLIET TURNPIKE.

999

FUNDED DEBT.

DESIGNATION OF LIEN.	When due.	INTEREST.		Amount outstanding.	Cash realized on amount outstanding.
		Rate.	When payable.		
Corporate franchise road, turnp'k	Nov. 1, 1887	P.C.	May & Nov.	\$75,000	\$75,000
Rolling stock and fixtures.....	Mar. 1, 1890	7	Mar. & Sept.	50,000	50,000

COST OF ROAD AND EQUIPMENT.

ROAD.	Additions or betterments during year ending Sept. 30, 1886.	Total cost of road and equipment up to Sept 30, 1886.
Roadbed, superstructure and rails.....	.....	\$216,295 85
Right of way .....	.....	.....
Real estate.....	.....	44,000 00
Buildings and fixtures.....	.....	.....
Total cost of road.....	.....	\$260,295 85
EQUIPMENT.		
Horses .....	.....	\$64,258 00
Harness .....	.....	.....
Cars .....	.....	.....
Dummies.....	.....	.....
Wagons, trucks, snow plows, sleighs	\$1,178 10	27,422 10
Total cost of equipment.....	\$1,178 10	91,680 10
Grand total cost of road and equipment.....	\$1,178 10	\$351,975 45

DETAILS OF ADDITIONS AND BETTERMENTS DURING THE YEAR.

Two new cars.....	\$1,178 10
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INCOME ACCOUNT FOR YEAR ENDING SEPTEMBER 30, 1886.

Gross earnings from operation	\$69,223 50
Less operating expenses (excluding all taxes)	57,237 80
Net earnings from operation	\$11,985 70
<i>Income from other sources, as follows, viz.:</i>	
Turnpike.....	\$6,120 86
Rent.....	171 00
Panel rent	132 00
Sundries	82 67
	6,506 53
Gross income from all sources	\$18,492 23
<i>Deductions from income, as follows, viz.:</i>	
Taxes on property used in operation of road	\$2,411 01
Taxes on earnings and capital stock	479 85
Interest on funded debt due and accrued.....	8,750 00
	11,640 86
Surplus for year ending September 30, 1886..	\$6,851 37

GENERAL INCOME ACCOUNT.

Surplus for year ending September 30, 1886, as shown	\$6,851 87
Deficit up to September 30, 1885	13,204 63
Total deficit September 30, 1886	<u>\$6,353 31</u>

ANALYSIS OF GROSS EARNINGS AND OPERATING EXPENSES.

EARNINGS.

From passengers.....	\$69,106 30
Chartered cars.....	115 30
Total gross earnings	<u>\$69,223 50</u>

OPERATING EXPENSES.

Repairs of roadbed and track.....	\$2,456 23
Repairs of buildings and fixtures.....	55 12
Repairs of cars and other vehicles.....	4,055 12
Repairs of harness and stable equipment.....	640 87
Horseshoeing	2,119 29
Renewals of horses and mules.....	2,620 00
Provender (including expense of grinding).....	14,880 41
Salaries of general officers and clerks	2,946 11
Wages of conductors and drivers.....	17,332 16
Wages of watchmen, starters, switchmen, roadmen, hostlers, etc.....	7,721 80
Light and fuel	590 68
Water tax	10 00
Damages to persons and property	179 50
Legal expenses.....	25 00
Advertising, printing and office expenses.....	354 12
Insurance.....	693 04
Removal of snow and ice	117 25
Contingencies, royalty on punches.....	436 20
Total operating expenses	<u>\$57,237 39</u>

GENERAL BALANCE SHEET SEPTEMBER 30, 1886.

ASSETS.

Cost of road	\$260,295 35
Cost of equipment	91,680 10
<i>Current assets, as follows, viz.:</i>	
Cash on hand	8,148 87
Supplies on hand.....	2,523 40
Profit and loss (deficiency).....	6,353 31
	<u>\$369,000 53</u>

LIABILITIES.

Capital stock.....	\$240,000 00
Funded debt.....	125,000 00
<i>Current liabilities, as follows, viz.:</i>	
Interest on funded debt due and accrued	2,479 16
Open accounts	1,521 87
	<u>\$369,000 53</u>

CHARACTERISTICS OF ROAD, EQUIPMENT, ETC.

<i>Length of railway owned by company, as follows :</i>	Miles.
Single track, main line, from Albany to Green Island.....	7.25
Single track, branch, from Albany to Lumber District.....	1.09
Total length of single track on main line and branches.....	8.34
Second track on main line and branches.....	7.00
Total length of all tracks and sidings owned.....	<u>15.34</u>

WATERVLLET TURNPIKE.

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Weight of rail per yard.....	26 to 45 lbs.
Gauge of track	4 feet 8½ in.
Number of box cars	23
Open cars	7
Horses and mules	145
Schedule time making trip one way.....	1h. 10 min.
<i>Cars run:</i>	
In city.....	Every 8 min.
Out of city	Every 15 min.
Rate of fare per passenger.....	5, 6, 8 & 10c.
Number of passengers carried in cars during year.....	1, 087, 601
Average number of employees (including officials) during year.....	66

SALARIES, WAGES, ETC., OF OFFICERS AND EMPLOYEES.

OFFICERS AND CLERKS.		Annual salary.
Vice-President.....		\$600 00
Secretary and Treasurer.....		1,000 00
Superintendent		1,500 00
Toll collector		600 00

EMPLOYEES.

	Average No. of hours on duty per day.	Wages per day
Conductors	15	\$1 75
Drivers.....	15	1 50
Starters	12	1 66
Watchmen	12	\$1 85 and 1 60
Roadmen.....	10	1 60, 1 80 & 1 25
Hostlers.....	13	1 80
Horseshoer	10	2 50
Helper.....	10	2 25
Blacksmith.....	10	2 25
Carpenter.....	10	2 00

NUMBER OF ACCIDENTS.

Passenger injured	1
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OFFICERS OF THE COMPANY.

<i>Name.</i>	<i>Title.</i>	<i>Official Address.</i>
CHARLES B. TILLINGHAST..	Vice-President.....	Menand Road, Albany Co., N. Y.
CANTINE TREMPER.....	Sec'y and Treas.....	Albany, N. Y.
AMOS FREE.....	Superintendent.....	Albany, N. Y.

DIRECTORS OF THE COMPANY.

<i>Name.</i>	<i>Residence.</i>
JAMES B. JERMAIN.....	Albany, N. Y.
CHARLES NEWMAN.....	Albany, N. Y.
DUDLEY OLCOTT	Albany, N. Y.
EVERT EVERTSEN.....	Albany, N. Y.
J. W. TILLINGHAST.....	Albany, N. Y.
RUFUS H. KING	Albany, N. Y.
JOHN J. ACKER.....	Albany, N. Y.
C. B. TILLINGHAST.....	Albany, N. Y.
F. A. FALES.....	Troy, N. Y.

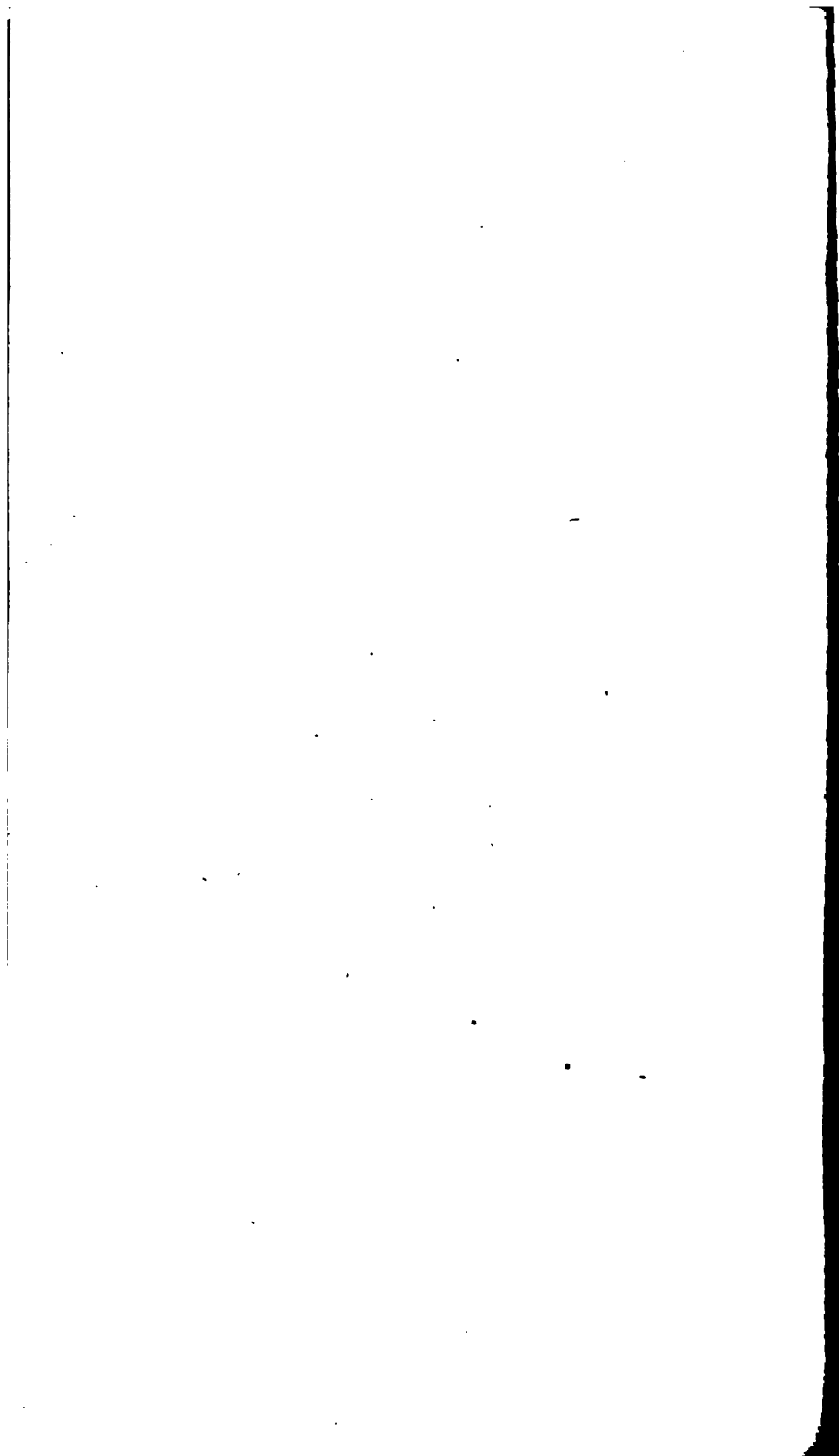
Title of company, Watervliet Turnpike and Railroad Company.

Address of general offices, Albany, N. Y.

Date of close of fiscal year, December 31.

Date of stockholders' annual meeting, second Tuesday in February.

For information concerning this report, address Cantine Tremper, Sec. and Treas.



QUARTERLY REPORTS

or

Surface Steam and Surface Street Railroad,
Drawing-room and Sleeping
Car Companies.



QUARTERLY REPORTS.

ADDISON AND NORTHERN PENNSYLVANIA.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$20,118 65	\$16,289 84	\$19,525 76	\$20,759 64
Operating exp. (excl. taxes).	12,685 26	15,238 47	16,307 12	15,181 99
Net earnings from operation..	\$6,433 39	\$991 37	\$3,218 64	\$5,577 66
Income from other sources...	.....	12,778 18	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$6,433 39	\$12,769 55	\$3,218 64	\$5,577 66
Interest, rentals, taxes, etc.	2,473 01	6,908 62	2,066 98	2,199 88
NET INCOME FROM ALL SOURCES..	\$3,960 38	\$7,860 93	\$1,152 66	\$3,377 83

ADIRONDACK.

Gross earnings	\$25,588 94	\$23,778 08	\$27,118 70	\$42,198 91
Operating exp. (excl. taxes).	82,964 58	23,293 80	25,253 22	83,065 77
Net earnings from operation..	d \$7,395 64	\$484 78	\$1,865 48	\$9,133 14
Income from other sources...	.....	.....	.....	4,500 00
GROSS INCOME FROM ALL SOURCES.	d \$7,395 64	\$484 78	\$1,865 48	\$13,633 14
Interest, rentals, taxes, etc..	3,423 95	1,125 00	1,862 41	2,121 91
NET INCOME FROM ALL SOURCES..	d \$10,818 59	d \$640 22	\$3 07	\$11,511 23

ALBANY AND SUSQUEHANNA — LESSEE.

Gross earnings	\$749,028 09	\$618,923 87	\$667,210 91	\$806,242 34
Operating exp. (excl. taxes)	388,331 57	385,475 89	428,983 56	427,983 77
Net earnings from operation..	\$410,696 52	\$233,452 48	\$238,227 35	\$378,258 57
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES	\$410,696 52	\$233,452 48	\$238,227 35	\$378,258 57
Interest, rentals, taxes, etc.	251,603 75	251,602 67	250,493 69	247,175 07
NET INCOME FROM ALL SOURCES..	\$159,092 77	d \$18,150 19	d \$12,266 34	\$131,083 50

BATH AND HAMMONDSPORT.

Gross earnings	\$6,025 88	\$2,440 10	\$2,673 36	\$5,891 05
Operating exp. (excl. taxes).	4,795 97	1,497 58	2,708 80	2,960 07
Net earnings from operation..	\$1,229 91	\$943 52	d \$34 94	\$2,930 99
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$1,229 91	\$943 52	d \$34 94	\$2,930 99
Interest, rentals, taxes, etc.	871 19	885 89	422 39	861 91
NET INCOME FROM ALL SOURCES..	\$358 72	\$57 13	d \$457 33	\$1,999 08

D — Denotes deficit.

BOSTON AND ALBANY.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$2,186,149 20	\$1,779,861 15	\$2,020,596 70	\$2,332,126 34
Operating exp. (excl. taxes) ..	1,832,238 29	1,141,486 15	1,523,398 72	1,266,460 29
Net earnings from operation ..	\$753,910 91	\$638,425 00	\$497,257 98	\$1,065,666 05
Income from other sources .....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$753,910 91	\$638,425 00	\$497,257 98	\$1,065,666 05
Interest, rentals, taxes, etc.	588,709 62	237,478 86	187,786 06	225,610 45
NET INCOME FROM ALL SOURCES..	\$167,201 29	\$400,946 14	\$309,471 90	\$870,055 60

BOSTON, HOOSAC TUNNEL AND WESTERN.

Gross earnings	\$153,862 13	\$134,075 60	\$146,887 03	\$197,479 11
Operating exp. (excl. taxes) ..	116,474 86	108,086 95	114,573 66	110,968 51
Net earnings from operation ..	\$37,387 77	\$26,088 65	\$32,313 37	\$86,510 30
Income from other sources .....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$37,387 77	\$26,088 65	\$32,313 37	\$86,510 30
Interest, rentals, taxes, etc.	29,500 00	29,500 00	29,500 00	36,217 27
NET INCOME FROM ALL SOURCES..	\$7,887 77	d \$3,461 35	\$2,813 37	\$50,293 03

BRADFORD, ELDRED AND CUBA.

Gross earnings	\$15,772 27	\$9,576 72	\$10,013 96	\$10,463 64
Operating exp. (excl. taxes) ..	12,357 76	9,806 80	16,208 15	16,917 06
Net earnings from operation ..	\$3,414 51	d \$230 17	d \$6,194 17	d \$6,454 45
Income from other sources .....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$3,414 51	d \$230 17	d \$6,194 17	d \$6,454 45
Interest, rentals, taxes, etc..	9,120 38	8,494 86	8,505 91	8,566 23
NET INCOME FROM ALL SOURCES..	d \$5,705 87	d \$8,725 03	d \$14,700 06	d \$15,020 78

BROOKLYN, BATH AND CONEY ISLAND.*

Gross earnings	\$4,933 04	.....	.....	.....
Operating exp. (excl. taxes) ..	8,837 61	.....	.....	.....
Net earnings from operation ..	d \$3,904 57	.....	.....	.....
Income from other sources	327 80	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	d \$3,576 77	.....	.....	.....
Interest, rentals, taxes, etc.	1,575 00	.....	.....	.....
NET INCOME FROM ALL SOURCES..	d \$5,151 77	.....	.....	.....

+ BROOKLYN, BATH AND WEST END.

Gross earnings .....	.....	\$19,558 00	.....
Operating exp. (excl. taxes) ..	.....	17,965 76	.....
Net earnings from operation ..	.....	\$1,592 24	.....
Income from other sources .....	.....	29,251 30	.....
GROSS INCOME FROM ALL SOURCES ..	.....	\$30,843 54	.....
Interest, rentals, taxes, etc.	.....	1,886 17	.....
NET INCOME FROM ALL SOURCES..	.....	\$28,957 37	.....

d — Denotes deficit.

* Reorganized as Brooklyn, Bath and West End, December 5, 1885.

† Formerly Brooklyn, Bath and Coney Island.

‡ March quarter included in report for June quarter.

§ No report filed.

QUARTERLY REPORTS.

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BROOKLYN, FLATBUSH AND CONEY ISLAND.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$21,790 33	\$3,433 38	\$35,290 81	\$84,458 04
Operating exp. (excl. taxes)..	12,815 82	6,853 44	34,588 70	43,554 77
Net earnings from operation..	\$8,974 51	d \$3,419 11	\$702 11	\$40,903 27
Income from other sources...	.....	50 00	420 00	1,940 45
GROSS INCOME FROM ALL SOURCES.	\$8,974 51	d \$3,369 11	\$1,122 11	\$42,843 72
Interest, rentals, taxes, etc..	20,677 23	19,112 71	21,847 38	33,574 67
NET INCOME FROM ALL SOURCES..	d \$11,702 72	d \$22,481 82	d \$20,725 22	\$9,269 06

BUFFALO CREEK.

Gross earnings	\$32,987 70	\$26,023 89	\$38,716 84	\$40,668 38
Operating exp. (excl. taxes)..	12,318 25	12,380 61	14,340 71	17,902 15
Net earnings from operation..	\$20,669 45	\$13,633 28	\$19,375 63	\$22,766 23
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$20,669 45	\$13,633 28	\$19,375 63	\$22,766 23
Interest, rentals, taxes, etc..	5,990 54	6,324 11	6,163 38	5,950 85
NET INCOME FROM ALL SOURCES..	\$14,678 91	\$7,309 17	\$13,212 30	\$16,815 38

BUFFALO, NEW YORK AND PHILADELPHIA.

Gross earnings	\$656,208 48	\$548,079 06	\$654,558 89	\$741,722 94
Operating exp. (excl. taxes)..	478,507 87	456,237 04	548,667 23	566,380 06
Net earnings from operation..	\$177,700 59	\$99,792 02	\$105,891 66	\$176,342 88
Income from other sources ..	44,663 19	41,700 27	15,249 81	20,208 71
GROSS INCOME FROM ALL SOURCES.	\$222,363 78	\$131,492 29	\$121,140 97	\$196,551 59
Interest, rentals, taxes, etc..	222,746 33	153,225 63	125,119 01	140,396 35
NET INCOME FROM ALL SOURCES..	d \$382 55	d \$21,733 34	d \$3,978 04	\$56,153 24

BUFFALO, ROCHESTER AND PITTSBURGH.

Gross earnings	\$344,284 34	\$328,203 78	\$244,961 83	\$383,563 36
Operating exp. (excl. taxes)..	241,402 83	251,948 38	216,620 40	256,995 14
Net earnings from operation..	\$102,881 51	\$76,255 40	\$28,341 43	\$126,568 22
Income from other sources...	.....	.....	.....	92,000 00
GROSS INCOME FROM ALL SOURCES.	\$102,881 51	\$76,255 40	\$28,341 43	\$218,568 22
Interest, rentals, taxes, etc..	108,233 16	111,196 72	112,822 21	108,666 11
NET INCOME FROM ALL SOURCES..	d \$5,351 65	d \$34,941 32	d \$84,480 78	\$109,902 11

CHEMUNG — LESSEE.

Gross earnings	\$34,555 07	\$27,356 43	\$26,969 72	\$41,289 03
Operating exp. (excl. taxes)..	33,175 85	30,228 76	30,251 23	53,906 57
Net earnings from operation..	\$1,379 22	d \$2,872 33	d \$3,281 51	\$7,382 46
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$1,379 22	d \$2,872 33	d \$3,281 51	\$7,382 46
Interest, rentals, taxes, etc..	5,359 78	2,200 39	2,208 80	25,912 62
NET INCOME FROM ALL SOURCES..	d \$3,980 56	d \$5,072 72	d \$5,490 31	d \$18,590 16

d—Denotes deficit.

CLOVE BRANCH.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$3,117 48	\$1,506 02	\$2,617 57	\$2,795 27
Operating exp. (excl. taxes) ..	1,909 78	2,332 12	1,935 01	2,325 43
Net earnings from operation ..	\$1,207 68	d \$263 10	\$682 56	\$469 84
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$1,207 68	d \$263 10	\$682 56	\$469 84
Interest, rentals, taxes, etc.	44 28	459 15	56 33	52 39
NET INCOME FROM ALL SOURCES ..	\$1,163 40	d \$1,285 25	\$574 23	\$522 23

CONNECTING TERMINAL.

Gross earnings	\$38,875 40	\$25,051 33	\$39,675 16	\$80,907 57
Operating exp. (excl. taxes) ..	17,420 83	5,561 98	23,865 90	27,125 02
Net earnings from operation ..	\$21,454 57	\$19,489 35	\$10,809 26	\$53,782 55
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$21,454 57	\$19,489 35	\$10,809 26	\$53,782 55
Interest, rentals, taxes, etc.	8,308 42	6,250 00	13,205 08	6,246 88
NET INCOME FROM ALL SOURCES ..	\$13,146 15	\$13,239 35	d \$2,395 72	\$27,055 57

COOPERSTOWN AND SUSQUEHANNA VALLEY.

Gross earnings	\$10,261 49	\$7,355 42	\$9,462 52	\$10,822 27
Operating exp. (excl. taxes) ..	6,901 99	5,240 35	6,254 78	8,444 27
Net earnings from operation ..	\$3,559 50	\$2,115 07	\$3,207 74	\$2,378 00
Income from other sources ..	60 93	136 55	241 49	154 89
GROSS INCOME FROM ALL SOURCES ..	\$3,420 43	\$2,251 62	\$3,449 23	\$2,532 89
Interest, rentals, taxes, etc.	2,252 00	2,252 00	2,216 25	2,216 25
NET INCOME FROM ALL SOURCES ..	\$1,168 43	d \$9 88	\$1,233 48	\$316 64

CORNING, COWANESQUE AND ANTRIM — LESSOR.

Gross earnings	\$181,121 83	\$140,932 18	\$143,583 26	\$169,059 97
Operating exp. (excl. taxes) ..	108,705 21	86,716 25	104,415 49	103,471 02
Net earnings from operation ..	\$72,416 62	\$54,215 93	\$39,167 77	\$65,588 95
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$72,416 62	\$54,215 93	\$39,167 77	\$65,588 95
Interest, rentals, taxes, etc.	44,083 84	41,713 18	39,652 66	41,452 71
NET INCOME FROM ALL SOURCES ..	\$28,332 78	\$12,502 75	d \$484 89	\$24,136 24

DELAWARE, LACKAWANNA AND WESTERN — LESSOR.

Gross earnings	\$1,634,297 96	\$1,168,990 38	\$1,288,723 99	\$1,762,386 27
Operating exp. (excl. taxes) ..	662,114 47	547,388 69	672,381 78	736,366 73
Net earnings from operation ..	\$972,183 49	\$621,601 69	\$716,342 21	\$1,026,019 54
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$972,183 49	\$621,601 69	\$716,342 21	\$1,026,019 54
Interest, rentals, taxes, etc.	549,245 47	552,749 00	552,749 00	552,749 00
NET INCOME FROM ALL SOURCES ..	\$422,938 02	\$66,852 69	\$163,593 21	\$473,270 54

d—Denotes deficit.

QUARTERLY REPORTS

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DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$57,769 27	\$50,161 92	\$54,819 85	\$64,742 64
Operating exp. (excl. taxes).....	54,081 06	51,708 65	63,986 28	56,259 60
Net earnings from operation.....	\$3,688 19	d \$1,546 73	d \$9,166 43	\$8,482 95
Income from other sources .....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$3,688 19	d \$1,546 73	d \$9,166 43	\$8,482 95
Interest, rentals, taxes, etc.	6,370 83	104 41	2,291 68	1,538 14
NET INCOME FROM ALL SOURCES..	d \$3,682 64	d \$1,651 14	d \$11,458 11	\$6,914 81

ELMIRA, CORTLAND AND NORTHERN.

Gross earnings.....	\$110,898 50	\$95,454 22	\$72,993 79	\$92,110 20
Operating exp. (excl. taxes).....	104,898 13	108,804 05	74,350 68	73,156 72
Net earnings from operation.....	\$6,000 37	d \$7,849 83	d \$1,356 89	\$18,953 48
Income from other sources.....	84 99	61 00	86 50	35 00
GROSS INCOME FROM ALL SOURCES.....	\$6,085 36	d \$7,788 83	d \$1,270 89	\$18,988 48
Interest, rentals, taxes, etc.	15,147 39	20,228 93	12,926 51	14,011 15
NET INCOME FROM ALL SOURCES..	d \$9,112 63	d \$28,017 76	d \$14,196 90	\$4,977 83

ELMIRA, JEFFERSON AND CANANDAIGUA — LESSEE.

Gross earnings.....	\$83,059 80	\$81,566 43	\$80,466 51	\$83,935 09
Operating exp. (excl. taxes).....	65,103 84	60,828 04	66,487 49	66,114 44
Net earnings from operation.....	\$17,956 02	\$738 39	d \$5,090 98	\$17,820 65
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$17,956 02	\$738 39	d \$5,020 98	\$17,820 65
Interest, rentals, taxes, etc.	5,750 94	3,127 45	5,631 53	36,098 79
NET INCOME FROM ALL SOURCES..	\$12,205 08	d \$2,899 06	d \$10,062 51	d \$18,278 14

ELMIRA AND WILLIAMSPORT — LESSEE.

Gross earnings	\$237,087 99	\$174,972 03	\$132,990 78	\$220,538 52
Operating exp. (excl. taxes).....	150,127 63	131,941 55	121,315 92	136,165 73
Net earnings from operation.....	\$86,960 36	\$43,030 48	\$11,644 86	\$84,372 79
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$86,960 36	\$43,030 48	\$11,644 86	\$84,372 79
Interest, rentals, taxes, etc.	44,528 18	45,712 38	42,241 20	45,678 37
NET INCOME FROM ALL SOURCES..	\$42,432 18	d \$2,681 90	d \$30,596 34	\$38,694 42

FONDA, JOHNSTOWN AND GLOVERSVILLE.

Gross earnings.....	\$40,975 31	\$31,900 11	\$42,689 38	\$49,099 18
Operating exp. (excl. taxes).....	20,359 49	17,135 62	19,051 89	23,444 52
Net earnings from operation.....	\$20,615 82	\$14,764 49	\$23,637 49	\$24,654 66
Income from other sources.....	153 36	1,837 67	1,072 83	907 50
GROSS INCOME FROM ALL SOURCES.....	\$20,769 18	\$16,602 16	\$24,710 32	\$25,562 16
Interest, rentals, taxes, etc.	10,020 56	10,020 56	10,020 56	10,480 12
NET INCOME FROM ALL SOURCES..	\$10,748 62	\$6,581 60	\$14,689 76	\$15,132 04

d — Denotes deficit.

GENEVA, ITHACA AND SAYRE.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$118,799 36	\$84,758 34	\$92,111 10	\$116,59 3
Operating exp. (excl. taxes).	104,474 12	89,821 11	81,696 94	73,554 4
Net earnings from operation..	\$14,325 24	d \$5,062 77	\$10,414 16	\$43,035 4
Income from other sources...	.....	.....	.....	26 6
GROSS INCOME FROM ALL SOURCES.	\$14,325 24	d \$5,062 77	\$10,414 16	\$43,062 0
Interest, rentals, taxes, etc.	26,872 41	21,306 44	23,537 75	24,121 9
NET INCOME FROM ALL SOURCES..	d \$12,547 17	d \$26,371 21	d \$13,123 59	\$17,940 2

GREENWICH AND JOHNSONVILLE.

Gross earnings	\$10,597 63	\$9,294 84	\$10,205 80	\$5,390 4
Operating exp. (excl. taxes).	6,411 58	7,691 10	7,561 81	5,662 3
Net earnings from operation..	\$4,176 10	\$1,603 74	\$2,643 99	d \$169 6
Income from other sources...	18 00	18 71	18 00	2 6
GROSS INCOME FROM ALL SOURCES.	\$4,194 10	\$1,622 45	\$2,661 99	d \$172 2
Interest, rentals, taxes, etc.	126 68	538 10	63 66	3,965 6
NET INCOME FROM ALL SOURCES ..	\$4,067 42	\$1,089 35	\$2,598 33	d \$4,927 8

HARTFORD AND CONNECTICUT WESTERN.

Gross earnings	\$91,318 87	\$82,738 39	\$81,758 75	\$110,229 71
Operating exp. (excl. taxes).	62,441 97	51,771 25	70,439 96	57,466 5
Net earnings from operation..	\$28,876 90	\$10,967 14	\$11,318 79	\$52,763 15
Income from other sources ..	573 51	558 51	773 00	1,017 7
GROSS INCOME FROM ALL SOURCES.	\$29,449 41	\$11,525 65	\$12,091 79	\$53,780 9
Interest, rentals, taxes, etc.	13,979 14	13,999 14	14,006 64	13,229 4
NET INCOME FROM ALL SOURCES..	\$15,470 27	d \$2,473 49	d \$1,914 85	\$40,551 5

HERKIMER, NEWPORT AND POLAND NARROW GAUGE.

Gross earnings	\$9,725 15	\$8,559 67	\$10,074 83	\$10,099 67
Operating exp. (excl. taxes).	5,790 46	4,900 39	6,830 61	8,065 39
Net earnings from operation..	\$3,934 69	\$3,659 28	\$3,244 22	\$2,034 28
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$3,934 69	\$3,659 28	\$3,244 22	\$2,034 28
Interest, rentals, taxes, etc.	1,375 00	1,365 00	1,300 00	1,067 5
NET INCOME FROM ALL SOURCES..	\$2,559 69	\$2,294 28	\$2,044 22	\$1,966 73

LACKAWANNA AND PITTSBURGH.

Gross earnings	\$8,024 74	\$10,229 81	\$14,190 30	\$19,391 7
Operating exp. (excl. taxes).	12,021 69	12,014 19	19,948 55	24,239 47
Net earnings from operation..	d \$3,996 95	d \$2,724 88	d \$5,758 25	d \$5,152 5
Income from other sources ..	124 00	173 00	.....	29 7
GROSS INCOME FROM ALL SOURCES.	d \$3,872 95	d \$2,551 88	d \$5,758 25	d \$4,982 5
Interest, rentals, taxes, etc.	515 46	1,300 00	4,039 00	719 2
NET INCOME FROM ALL SOURCES..	d \$4,378 41	d \$3,751 88	d \$9,797 25	d \$5,501 7

d — Denotes deficit.

QUARTERLY REPORTS.

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LAKE CHAMPLAIN AND MORIAH.

	QUARTER ENDING			
	December 31, 1886.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$24,803 45	\$24,327 96	\$27,945 87	\$27,803 51
Operating exp. (excl. taxes).	13,451 99	9,232 39	15,500 86	17,407 87
Net earnings from operation..	\$11,350 46	\$15,045 57	\$12,445 02	\$10,396 64
Income from other sources...	7 08	97 88	56 82	858 29
GROSS INCOME FROM ALL SOURCES.	\$11,357 54	\$15,142 95	\$12,501 84	\$11,254 93
Interest, rentals, taxes, etc.	747 30	747 30	747 30	1,346 76
NET INCOME FROM ALL SOURCES..	\$10,610 24	\$14,395 65	\$11,754 54	\$10,007 47

LAKE SHORE AND MICHIGAN SOUTHERN.

Gross earnings	\$3,970,941 87	\$3,505,303 33	\$3,426,628 99	\$4,279,219 08
Operating exp. (excl. taxes).	2,172,981 81	2,063,380 56	2,144,604 98	2,431,051 80
Net earnings from operation..	\$1,797,960 06	\$1,421,822 77	\$1,281,924 07	\$1,848,167 73
Income from other sources...	.....	.....	45,908 96	16,172 75
GROSS INCOME FROM ALL SOURCES.	\$1,797,960 06	\$1,421,822 77	\$1,327,833 03	\$1,864,340 48
Interest, rentals, taxes, etc.	1,126,764 36	1,064,326 13	1,094,252 68	1,078,551 33
NET INCOME FROM ALL SOURCES..	\$671,215 70	\$357,496 64	\$233,575 35	\$785,789 15

LEBANON SPRINGS.*

Gross earnings	\$24,730 29	\$18,868 90	.....	.....
Operating exp. (excl. taxes).	20,716 99	20,076 06	.....	.....
Net earnings from operation..	\$4,013 30	d \$1,207 16	.....	.....
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$4,013 30	d \$1,207 16	.....	.....
Interest, rentals, taxes, etc..	1,421 46	2,037 11	.....	.....
NET INCOME FROM ALL SOURCES..	\$2,591 84	d \$3,244 27	.....	.....

LEHIGH AND HUDSON RIVER.

Gross earnings.....	\$51,994 20	\$50,460 58	\$50,909 98	\$55,929 06
Operating exp. (excl. taxes).	33,672 30	30,695 97	28,094 03	28,458 88
Net earnings from operation..	\$18,321 90	\$19,764 61	\$22,815 95	\$27,470 18
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$18,321 90	\$19,764 61	\$22,815 95	\$27,470 18
Interest, rentals, taxes, etc.	22,899 63	23,885 24	23,713 98	27,114 35
NET INCOME FROM ALL SOURCES..	d \$4,577 73	d \$4,220 63	d \$996 03	\$355 83

LONG ISLAND.

Gross earnings	\$615,060 97	\$480,999 81	\$748,089 22	\$1,150,621 72
Operating exp. (excl. taxes).	382,655 37	384,069 90	475,589 15	536,101 11
Net earnings from operation..	\$232,405 60	\$96,929 91	\$272,500 07	\$614,520 61
Income from other sources...	23,998 26	35,374 42	23,697 71	37,028 58
GROSS INCOME FROM ALL SOURCES.	\$245,403 86	\$132,304 33	\$296,198 88	\$651,549 19
Interest, rentals, taxes, etc.	158,233 24	147,745 33	164,805 09	269,965 49
NET INCOME FROM ALL SOURCES..	\$87,170 62	d \$15,441 00	\$131,393 29	\$381,583 71

d — Denotes deficit.

*For June and September quarters, see report of New York, Rutland and Montreal Railroad Company.

MIDDLEBURGH AND SCHOHARIE.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$2,781 05	\$1,553 50	\$1,657 15	\$1,770 12
Operating exp. (excl. taxes) ..	1,869 92	2,041 87	1,877 08	1,229 95
Net earnings from operation ..	\$911 13	d \$488 87	d \$290 53	\$540 17
Income from other sources ..	183 47	111 77	149 61	146 73
GROSS INCOME FROM ALL SOURCES ..	\$1,044 60	d \$376 60	\$70 92	\$687 90
Interest, rentals, taxes, etc.	547 83	320 68	298 00	347 65
NET INCOME FROM ALL SOURCES ..	\$497 27	d \$697 28	d \$368 92	\$340 25

MIDDLETOWN, UNIONVILLE AND WATER GAP — LESSOR.

Gross earnings	\$9,697 75	\$9,975 56	\$10,532 66	\$20,284 15
Operating exp. (excl. taxes) ..	6,837 06	4,890 32	6,508 47	6,679 68
Net earnings from operation ..	\$3,860 69	\$4,085 24	\$4,229 19	\$4,334 15
Income from other sources ..	43 50	43 50	43 50	43 50
GROSS INCOME FROM ALL SOURCES ..	\$3,404 19	\$4,128 74	\$4,272 69	\$4,337 65
Interest, rentals, taxes, etc.	12,541 59	875 35	11,745 65	421 97
NET INCOME FROM ALL SOURCES ..	d \$9,137 40	\$3,753 39	d \$7,472 96	\$3,925 68

NEWBURGH, DUTCHESS AND CONNECTICUT.

Gross earnings	\$43,011 01	\$34,234 45	\$30,086 33	\$28,074 39
Operating exp. (excl. taxes) ..	27,235 16	23,099 25	20,099 73	36,012 54
Net earnings from operation ..	\$15,775 85	11,135 20	\$986 60	\$61 36
Income from other sources ..	56 09	90 00	90 13	69 69
GROSS INCOME FROM ALL SOURCES ..	\$15,831 94	\$11,225 20	\$1,086 73	\$130 54
Interest, rentals, taxes, etc.	6,634 15	3,118 09	3,026 42	4,128 29
NET INCOME FROM ALL SOURCES ..	\$9,197 79	\$8,107 11	d \$1,987 70	d \$3,997 73

NEW JERSEY AND NEW YORK.

Gross earnings	\$43,432 88	\$37,210 50	\$45,922 41	\$57,691 37
Operating exp. (excl. taxes) ..	45,419 87	32,581 03	32,859 89	40,697 32
Net earnings from operation ..	d \$4,986 99	\$4,629 47	\$13,062 52	\$17,072 69
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	d \$4,986 99	\$4,629 47	\$13,062 52	\$17,072 69
Interest, rentals, taxes, etc.	12,410 43	7,345 17	6,538 67	6,761 99
NET INCOME FROM ALL SOURCES ..	d \$17,397 42	d \$2,715 70	\$6,223 85	\$10,310 70

NEW YORK AND CANADA — LESSOR.

Gross earnings	\$186,930 47	\$170,617 74	\$177,826 79	\$237,339 39
Operating exp. (excl. taxes) ..	107,950 38	109,183 40	125,375 35	129,112 42
Net earnings from operation ..	\$78,980 09	\$61,434 34	\$52,451 44	\$108,176 97
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$78,980 09	\$61,434 34	\$52,451 44	\$108,176 97
Interest, rentals, taxes, etc.	66,577 60	68,923 02	66,923 02	68,923 02
NET INCOME FROM ALL SOURCES ..	\$12,402 49	d \$5,488 68	d \$14,471 58	\$39,253 95

d — Denotes deficit.

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NEW YORK CENTRAL AND HUDSON RIVER.

	QUARTER ENDING			
	December 31, 1886.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$6,876,601 51	\$7,842,300 92	\$7,570,411 19	\$8,717,147 80
Operating exp. (excl. taxes).	3,865,206 68	4,456,361 13	4,541,181 36	4,591,259 09
Net earnings from operation.	\$3,011,392 88	\$2,885,839 79	\$3,029,279 83	\$4,125,888 21
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$3,011,392 88	\$2,885,839 79	\$3,029,279 83	\$4,125,888 21
Interest, rentals, taxes, etc.	1,787,000 00	2,226,000 00	2,226,000 00	2,213,802 20
NET INCOME FROM ALL SOURCES..	\$1,274,392 88	\$659,839 79	\$803,279 83	\$1,912,586 01

NEW YORK, CHICAGO AND ST. LOUIS.

Gross earnings.	\$957,136 85	\$948,163 20	\$784,671 59	\$905,197 69
Operating exp. (excl. taxes).	614,909 12	613,710 19	553,197 18	600 00 00
Net earnings from operation..	\$342,227 23	\$334,453 01	\$232,474 41	\$268,196 79
Income from other sources. ....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$342,227 23	\$334,453 01	\$232,474 41	\$268,196 79
Interest, rentals, taxes, etc..	103,507 54	102,331 69	107,125 17	102,101 85
NET INCOME FROM ALL SOURCES..	\$238,719 69	\$232,121 32	\$125,349 24	\$166,094 94

NEW YORK CITY AND NORTHERN.

Gross earnings.	\$121,809 74	\$115,476 66	\$133,805 78	\$152,669 05
Operating exp. (excl. taxes).	96,066 87	96,872 82	104,467 45	115,372 59
Net earnings from operation.	\$25,253 87	\$19,103 84	\$29,428 33	\$37,290 46
Income from other sources. ....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$25,253 87	\$19,103 84	\$29,428 33	\$37,290 46
Interest, rentals, taxes, etc.	63,325 00	63,325 00	63,575 00	63,995 62
NET INCOME FROM ALL SOURCES..	d \$38,071 63	d \$44,221 16	d \$34,146 87	d \$26,805 16

NEW YORK, LAKE ERIE AND WESTERN.

Gross earnings	\$5,766,061 04	\$4,876,310 57	\$5,580,788 19	\$6,276,937 93
Operating exp. (excl. taxes)	3,873,473 83	3,630,728 72	3,839,392 80	4,665,099 25
Net earnings from operation.	\$1,892,587 21	\$1,245,581 85	\$1,741,445 39	\$1,611,838 68
Income from other sources ..	272,715 09	165,739 48	348,919 68	149,049 55
GROSS INCOME FROM ALL SOURCES.	\$2,165,302 30	\$1,411,321 33	\$2,090,365 07	\$1,760,888 23
Interest, rentals, taxes, etc.	1,958,678 41	1,813,193 06	1,878,053 30	1,763,341 21
NET INCOME FROM ALL SOURCES..	\$206,623 89	d \$401,871 73	\$212,311 77	d \$2,452 96

NEW YORK AND NEW ENGLAND.

Gross earnings	\$950,500 87	\$853,572 94	\$929,759 50	\$1,091,356 40
Operating exp. (excl. taxes).	581,429 92	562,963 11	652,741 06	660,394 74
Net earnings from operation.	\$369,070 45	\$290,609 83	\$270,018 44	\$430,993 66
Income from other sources.	21,583 61	32,851 16	13,100 28	35,394 96
GROSS INCOME FROM ALL SOURCES.	\$390,654 06	\$323,460 99	\$283,118 72	\$466,388 64
Interest, rentals, taxes, etc.	455,298 81	275,686 60	290,953 53	263,396 86
NET INCOME FROM ALL SOURCES..	d \$64,639 75	47,774 39	\$22,165 19	\$203,001 78

d — Denotes deficit.

NEW YORK, NEW HAVEN AND HARTFORD.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$1,844,529 75	\$1,635,964 93	\$1,859,826 03	\$3,131,990 02
Operating exp. (excl. taxes) ..	1,180,585 05	1,065,949 52	1,201,447 66	1,219,679 04
Net earnings from operation ..	\$663,934 70	\$570,015 41	\$658,378 37	\$912,310 98
Income from other sources ..	11,096 14	.....	9,792 84	115,488 00
GROSS INCOME FROM ALL SOURCES ..	\$675,030 84	\$570,015 41	\$668,171 21	\$1,027,800 97
Interest, rentals, taxes, etc. ..	204,947 50	204,947 50	204,947 50	192,823 04
NET INCOME FROM ALL SOURCES ..	\$470,083 34	\$365,067 91	\$463,223 71	\$834,977 93

NEW YORK, ONTARIO AND WESTERN.

Gross earnings	\$481,573 55	\$256,134 61	\$332,355 77	\$423,857 30
Operating exp. (excl. taxes) ..	363,523 60	249,943 70	272,846 46	296,302 00
Net earnings from operation ..	\$118,049 95	\$6,190 91	\$59,409 31	\$126,644 30
Income from other sources ..	16,572 98	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$134,622 93	\$6,190 91	\$59,409 31	\$126,644 30
Interest, rentals, taxes, etc. ..	94,356 34	18,938 07	27,141 59	44,406 00
NET INCOME FROM ALL SOURCES ..	\$40,266 59	\$12,747 16	\$32,267 72	\$82,238 30

NEW YORK, RUTLAND AND MONTREAL.*

Gross earnings .....	.....	.....	\$20,353 69	\$45,166 04
Operating exp. (excl. taxes) ..	.....	.....	22,518 57	41,543 20
Net earnings from operation ..	.....	.....	d \$2,164 88	\$3,622 84
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	.....	.....	d \$2,164 88	\$3,622 84
Interest, rentals, taxes, etc. ..	.....	.....	744 00	1,065 17
NET INCOME FROM ALL SOURCES ..	.....	.....	d \$2,908 88	\$2,557 67

NEW YORK AND SEA BEACH.

Gross earnings	\$7,208 81	\$346 30	\$18,007 18	\$20,679 12
Operating exp. (excl. taxes) ..	11,773 48	0,071 01	18,307 13	31,979 04
Net earnings from operation ..	d \$4,564 67	d \$5,724 71	d \$299 94	\$18,699 08
Income from other sources ..	4,671 65	3,001 23	10,196 18	35,682 50
GROSS INCOME FROM ALL SOURCES ..	\$108 98	d \$2,723 48	\$9,896 24	\$54,381 58
Interest, rentals, taxes, etc. ..	5,860 54	6,006 86	13,848 11	28,635 20
NET INCOME FROM ALL SOURCES ..	d \$5,753 56	d \$8,730 34	d \$3,951 87	\$25,746 38

NEW YORK, WOODHAVEN AND ROCKAWAY.

Gross earnings	\$4,422 72	\$3,481 81	\$23,444 18	\$101,657 50
Operating exp. (excl. taxes) ..	7,103 07	9,290 26	23,745 25	53,865 20
Net earnings from operation ..	d \$2,680 35	d \$5,808 45	d \$301 07	\$47,792 30
Income from other sources ..	851 18	282 00	938 00	.....
GROSS INCOME FROM ALL SOURCES ..	d \$1,829 17	d \$5,526 45	\$639 93	\$47,792 30
Interest, rentals, taxes, etc. ..	9,361 55	9,368 91	9,456 80	9,543 80
NET INCOME FROM ALL SOURCES ..	d \$11,190 72	d \$14,895 36	d \$8,819 87	\$57,336 10

d — Denotes deficit.

* For December, 1885, and March 31, 1886, see quarterlies of Lebanon Springs Railroad Company.

NORTHERN RAILROAD COMPANY OF NEW JERSEY.

	QUARTER ENDING			
	December 31, 1886.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.	\$77,154 43	\$80,007 84	\$82,359 49	\$96,694 24
Operating exp. (excl. taxes)..	67,802 61	47,559 70	58,814 52	67,629 24
Net earnings from operation..	\$9,351 82	\$18,448 14	23,544 97	\$29,065 00
Income from other sources...	8,539 74	.....	.....	54 00
GROSS INCOME FROM ALL SOURCES.	\$17,891 56	\$18,448 14	\$23,544 97	\$29,119 00
Interest, rentals, taxes, etc.	9,820 97	9,820 97	9,820 97	9,802 75
NET INCOME FROM ALL SOURCES..	\$8,070 59	\$8,627 17	\$13,724 00	\$19,316 25

OGDENSBURG AND LAKE CHAMPLAIN.

Gross earnings ..	\$152,605 72	\$103,003 87	\$159,088 90	\$208,571 18
Operating exp. (excl. taxes)..	77,218 13	76,258 80	97,019 44	111,012 72
Net earnings from operation..	\$75,387 59	\$26,744 07	\$62,079 55	\$92,558 46
Income from other sources...	1,084 32	* 116 89	4,768 64	6,180 55
GROSS INCOME FROM ALL SOURCES.	\$76,471 91	\$26,860 96	\$66,848 19	\$98,739 01
Interest, rentals, taxes, etc..	52,933 79	54,712 67	65,967 43	62,612 38
NET INCOME FROM ALL SOURCES..	\$23,538 12	d \$28,085 49	\$880 76	\$36,126 63

PORT JERVIS AND MONTICELLO.

Gross earnings....	\$7,525 38	\$6,239 06	\$6,516 25	\$10,759 58
Operating exp. (excl. taxes)..	6,711 00	3,666 30	5,173 00	8,065 35
Net earnings from operation..	\$814 38	\$2,672 76	\$1,343 25	\$2,724 23
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$814 38	\$2,672 76	\$1,343 25	\$2,724 23
Interest, rentals, taxes, etc.	2,077 85	1,710 00	1,710 00	1,467 74
NET INCOME FROM ALL SOURCES..	d \$1,263 47	\$962 76	d \$366 75	\$1,256 49

POUGHKEEPSIE, HARTFORD AND BOSTON.

Gross earnings	\$13,755 78	\$11,339 35	\$10,823 94	\$13,986 15
Operating exp. (excl. taxes)..	12,768 38	8,310 44	9,395 11	13,140 51
Net earnings from operation..	\$987 40	\$3,028 91	\$1,428 83	\$836 64
Income from other sources...	.....	.....	.....	790 84
GROSS INCOME FROM ALL SOURCES.	\$987 40	\$3,028 91	\$1,428 83	\$1,627 48
Interest, rentals, taxes, etc.	2,772 18	3,353 03	3,278 61	5,061 60
NET INCOME FROM ALL SOURCES..	d \$1,784 76	d \$324 12	d \$1,849 78	d \$3,453 12

RENSSELAER AND SARATOGA — LESSOR.

Gross earnings	\$553,661 80	\$418,610 12	\$534,115 33	\$774,004 48
Operating exp. (excl. taxes)..	307,812 63	200,244 66	334,621 35	359,131 70
Net earnings from operation..	\$245,849 17	\$138,365 46	\$199,493 98	\$414,872 78
Income from other sources...	6,681 50	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$252,530 67	\$138,365 46	\$199,493 98	\$414,872 78
Interest, rentals, taxes, etc.	211,948 98	255,586 15	255,583 68	267,253 45
NET INCOME FROM ALL SOURCES..	\$40,581 69	d \$117,220 69	d \$56,089 70	\$147,619 33

d — Denotes deficit.

* Loss.

ROCHESTER AND LAKE ONTARIO.

	QUARTER ENDING			
	December 31, 1883.	March 31, 1884.	June 30, 1884.	September 30, 1884.
Gross earnings	\$1,180 64	\$97 25	\$5,248 14	\$11,282 14
Operating exp. (excl. taxes).	5,810 66	655 79	3,007 89	8,114 65
Net earnings from operation.	d \$4,690 02	d \$558 54	\$2,240 25	\$3,167 49
Income from other sources...	575 25	16 00	610 00	322 49
GROSS INCOME FROM ALL SOURCES.	d \$4,114 77	d \$574 54	\$2,850 25	\$3,490 98
Interest, rentals, taxes, etc.	425 91	206 09	120 48	241 69
NET INCOME FROM ALL SOURCES..	d \$4,540 68	d \$780 63	\$2,729 77	\$3,732 67

ROCHESTER AND ONTARIO BELT.

Gross earnings....	\$50 00			
Operating exp. (excl. taxes).	188 15	\$120 00	\$422 72	
Net earnings from operation.	d \$133 15	d \$120 00	d \$422 72	
Income from other sources...			65 00	
GROSS INCOME FROM ALL SOURCES.	d \$133 15	d \$120 00	d \$357 72	
Interest, rentals, taxes, etc.	806 93	565 37	647 15	
NET INCOME FROM ALL SOURCES..	d \$980 08	d \$715 37	d \$1,004 87	

ROME, WATERTOWN AND OGDENSBURG.

Gross earnings	\$504,030 75	\$385,067 34	\$658,067 71	\$949,577 32
Operating exp. (excl. taxes).	287,477 84	274,523 41	411,301 31	621,514 62
Net earnings from operation..	\$216,552 91	\$110,543 93	\$246,766 40	\$327,762 70
Income from other sources...	7,455 53	7,951 28	7,228 23	7,113 62
GROSS INCOME FROM ALL SOURCES.	\$224,008 44	\$118,515 21	\$254,024 63	\$334,876 32
Interest, rentals, taxes, etc.	157,958 28	158,011 82	223,313 63	254,377 32
NET INCOME FROM ALL SOURCES..	\$66,050 16	d \$29,496 61	\$30,710 80	\$180,499 00

SCHOHARIE VALLEY.

Gross earnings.....	\$3,782 58	\$2,777 94	\$2,105 23	\$3,124 19
Operating exp. (excl. taxes).	2,517 44	2,010 17	1,694 95	2,427 12
Net earnings from operation..	\$1,215 09	\$767 77	\$306 38	\$265 65
Income from other sources...	72 00	119 81	209 00	133 32
GROSS INCOME FROM ALL SOURCES.	\$1,287 09	\$887 08	\$415 38	\$399 97
Interest, rentals, taxes, etc.	974 99	600 00	675 00	665 37
NET INCOME FROM ALL SOURCES..	\$312 10	\$287 08	d \$259 62	\$234 60

SILVER LAKE.

Gross earnings	\$4,403 64	\$4,248 65	\$6,050 62	\$7,151 34
Operating exp. (excl. taxes).	3,224 50	4,459 89	3,125 81	2,779 32
Net earnings from operation..	\$1,159 14	d \$316 24	\$2,924 81	\$4,372 02
Income from other sources...		16 50	578 49	5 00
GROSS INCOME FROM ALL SOURCES.	\$1,159 14	d \$199 74	\$3,503 30	\$4,377 02
Interest, rentals, taxes, etc.	220 36	400 94	43 00	1,398 15
NET INCOME FROM ALL SOURCES..	\$938 78	d \$600 68	\$3,460 30	\$2,978 87

d — Denotes deficit.

* No report filed.

QUARTERLY REPORTS.

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SKANEATELES.

	QUARTER ENDING			
	December 31, 1886.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$7,917 09	\$5,225 74	\$4,132 98	\$4,877 27
Operating exp. (excl. taxes).	3,849 08	4,962 99	8,225 55	3,814 14
Net earnings from operation.	\$4,068 01	\$262 75	d \$2,002 65	\$3,063 13
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$4,068 01	\$262 75	d \$2,002 65	\$3,063 13
Interest, rentals, taxes, etc..	625 56	834 78	605 90	693 41
NET INCOME FROM ALL SOURCES..	\$3,441 45	d \$572 03	d \$2,608 55	\$2,369 72

SODUS BAY AND SOUTHERN — LESSEE.

Gross earnings.	\$17,801 24	\$10,192 89	\$16,462 04	\$33,104 56
Operating exp. (excl. taxes).	30,676 79	16,026 01	32,147 54	41,333 38
Net earnings from operation.	d \$12,875 55	d \$5,833 12	d \$15,685 50	d \$8,223 82
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$12,875 55	d \$5,833 12	d \$15,685 50	d \$8,223 82
Interest, rentals, taxes, etc..	2,640 23	751 80	1,201 01	1,406 71
NET INCOME FROM ALL SOURCES..	d \$15,515 78	d \$6,584 92	d \$16,886 51	d \$9,635 53

SOUTHERN CENTRAL.

Gross earnings.....	\$138,892 79	\$84,810 11	\$120,673 25	\$123,187 42
Operating exp. (excl. taxes).	118,177 72	100,964 56	113,326 67	88,147 47
Net earnings from operation.	\$25,715 07	d \$16,654 45	\$7,351 58	\$35,039 95
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	= \$25,715 07	d \$16,654 45	\$7,351 58	\$35,039 95
Interest, rentals, taxes, etc.	60,552 09	46,290 60	46,550 81	53,239 73
NET INCOME FROM ALL SOURCES..	d \$34,837 02	d \$62,945 05	d \$39,199 23	d \$18,199 78

STATEN ISLAND RAPID TRANSIT.

Gross earnings	\$141,181 16	\$110,905 15	\$200,579 59	\$323,884 57
Operating exp. (excl. taxes).	164,801 94	143,069 34	165,974 29	196,645 92
Net earnings from operation.	d \$23,620 78	d \$32,164 19	\$34,605 30	\$127,238 65
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$23,620 78	d \$32,164 19	\$34,605 30	127,238 65
Interest, rentals, taxes, etc.	35,918 11	42,513 56	45,306 98	52,046 30
NET INCOME FROM ALL SOURCES..	d \$62,538 89	d \$74,677 75	d \$10,701 68	\$75,192 35

STERLING MOUNTAIN.

Gross earnings	\$5,092 04	\$7,030 36	\$6,489 46	\$7,405 29
Operating exp. (excl. taxes).	5,495 42	8,867 47	6,128 24	5,343 21
Net earnings from operation.	d \$403 38	\$3,162 89	\$361 12	\$3,062 08
Income from other sources ..	298 48	150 23	184 98	175 98
GROSS INCOME FROM ALL SOURCES.	d \$109 90	\$3,313 21	\$546 10	\$3,238 06
Interest, rentals, taxes, etc.	423 41	12,316 57	90 00	1,483 54
NET INCOME FROM ALL SOURCES..	d \$532 31	d \$8,903 36	\$456 10	\$754 52

d — Denotes deficit.

STONY CLOVE AND CATSKILL MOUNTAIN.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$6,094 45	\$2,777 02	\$6,344 85	\$28,325 25
Operating exp. (excl. taxes) ..	5,018 21	4,678 96	8,920 28	8,899 25
Net earnings from operation ..	\$1,076 24	d \$1,091 94	d \$2,575 53	\$19,725 90
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$1,076 24	d \$1,901 94	d \$2,575 53	\$19,725 90
Interest, rentals, taxes, etc.	3,020 00	3,020 00	3,020 00	9,439 25
NET INCOME FROM ALL SOURCES..	d \$1,943 76	d \$4,921 94	d \$5,595 53	\$10,286 15

SYRACUSE, BINGHAMTON AND NEW YORK.

Gross earnings	\$216,087 22	\$133,846 80	\$195,500 57	\$222,429 24
Operating exp. (excl. taxes) ..	95,631 26	90,333 05	118,502 51	114,967 46
Net earnings from operation ..	\$120,455 96	\$43,513 75	\$76,998 06	\$107,461 78
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$120,455 96	\$43,513 75	\$76,998 06	\$107,461 78
Interest, rentals, taxes, etc.	46,011 88	45,850 00	45,850 00	45,850 00
NET INCOME FROM ALL SOURCES..	\$74,444 08	d \$2,336 25	\$31,148 06	\$61,611 78

SYRACUSE, GENEVA AND CORNING—LESSER.

Gross earnings	\$198,500 05	\$153,249 65	\$141,835 01	\$145,336 77
Operating exp. (excl. taxes) ..	126,860 87	93,071 04	116,207 60	124,439 24
Net earnings from operation ..	\$71,639 68	\$60,178 61	\$25,627 41	\$20,905 53
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$71,639 68	\$60,178 61	\$25,627 41	\$20,905 53
Interest, rentals, taxes, etc.	70,115 75	51,761 89	49,328 31	52,655 26
NET INCOME FROM ALL SOURCES..	\$1,523 93	\$8,416 72	d \$23,700 90	d \$31,779 27

SYRACUSE, ONTARIO AND NEW YORK.

Gross earnings	\$21,259 48	\$18,705 70	\$22,357 44	\$26,152 66
Operating exp. (excl. taxes) ..	17,698 15	16,850 47	20,761 57	21,974 29
Net earnings from operation ..	\$3,561 33	\$1,855 23	\$1,595 87	\$4,178 37
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$3,561 33	\$1,855 23	\$1,595 87	\$4,178 37
Interest, rentals, taxes, etc.	16,338 43	18,598 18	13,807 92	14,762 67
NET INCOME FROM ALL SOURCES..	d \$12,777 10	d \$11,742 90	d \$12,212 05	d \$10,554 29

TIOGA.

Gross earnings	\$100,494 89	\$90,277 84	\$95,594 52	\$107,087 11
Operating exp. (excl. taxes) ..	45,598 27	60,291 31	50,498 06	62,582 23
Net earnings from operation ..	\$54,901 62	\$29,986 53	\$45,106 46	\$44,504 88
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$54,901 62	\$29,986 53	\$45,106 46	\$44,504 88
Interest, rentals, taxes, etc.	23,455 29	16,998 77	20,397 25	16,998 77
NET INCOME FROM ALL SOURCES..	\$31,446 33	\$12,987 76	\$24,709 21	\$27,506 11

d — Denotes deficit.

QUARTERLY REPORTS.

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TONAWANDA VALLEY AND CUBA.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$3,982 29	*	\$2,681 41	†
Operating exp. (excl. taxes).	3,781 52	.....	2,536 00	.....
Net earnings from operation.	\$180 77	.....	\$145 41	.....
Income from other sources...	.....	.....	85 42	.....
GROSS INCOME FROM ALL SOURCES.	\$180 77	.....	\$230 83	.....
Interest, rentals, taxes, etc..	136 88	.....	3 22	.....
NET INCOME FROM ALL SOURCES..	\$44 39	.....	\$227 61	.....

TROY AND BOSTON.

Gross earnings	\$114,040 95	\$89,497 18	\$122,503 21	\$141,978 85
Operating exp. (excl. taxes).	60,888 80	54,570 80	63,327 54	76,084 11
Net earnings from operation.	\$53,152 15	\$34,926 88	\$59,175 67	\$65,894 74
Income from other sources...	7,519 37	841 28	208 00	959 00
GROSS INCOME FROM ALL SOURCES.	\$60,671 52	\$35,268 16	\$59,383 67	\$66,853 74
Interest, rentals, taxes, etc..	58,449 99	58,949 99	58,449 99	59,024 99
NET INCOME FROM ALL SOURCES..	\$2,221 53	d \$23,681 83	\$938 68	\$7,828 75

ULSTER AND DELAWARE.

Gross earnings....	\$82,503 51	\$49,263 60	\$85,487 17	\$122,311 75
Operating exp. (excl. taxes).	43,260 23	38,065 22	52,764 60	64,965 20
Net earnings from operation.	\$39,243 28	\$11,178 38	\$32,722 57	\$57,326 55
Income from other sources...	150 00	150 00	150 00	100 00
GROSS INCOME FROM ALL SOURCES.	\$39,393 28	\$11,328 38	\$32,872 57	\$57,426 55
Interest, rentals, taxes, etc..	16,307 05	16,584 86	19,571 66	16,436 26
NET INCOME FROM ALL SOURCES..	\$23,086 23	\$5,266 48	\$13,300 91	\$40,991 29

UTICA AND BLACK RIVER.‡

Gross earnings	\$218,954 16	\$181,217 77	.....	.....
Operating exp. (excl. taxes).	81,648 86	101,422 79	.....	.....
Net earnings from operation..	\$137,305 30	\$79,794 98	.....	.....
Income from other sources...	568 25	18,691 58	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$137,873 55	\$98,486 56	.....	.....
Interest, rentals, taxes, etc..	54,837 24	43,380 14	.....	.....
NET INCOME FROM ALL SOURCES..	\$83,036 31	\$55,106 42	.....	.....

UTICA, CLINTON AND BINGHAMTON AND ROME AND CLINTON — LESSEES.

Gross earnings	\$66,908 76	\$46,627 44	\$58,675 42	\$57,188 87
Operating exp. (excl. taxes).	7,224 39	38,975 24	44,447 00	33,064 00
Net earnings from operation..	\$59,684 37	\$7,652 20	\$14,228 42	\$24,094 87
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$59,684 37	\$7,652 20	\$14,228 42	\$24,094 87
Interest, rentals, taxes, etc..	26,270 00	26,270 00	24,033 33	19,600 00
NET INCOME FROM ALL SOURCES..	\$33,414 37	\$18,617 80	d \$9,804 91	\$4,494 87

d — Denotes deficit.

* Road not in operation for this quarter.

† No report filed for this quarter.

‡ Operation for June and September quarters, 1886, are contained in the report of the Rome, Watertown and Ogdensburg Railroad Company.

WALLKILL VALLEY.

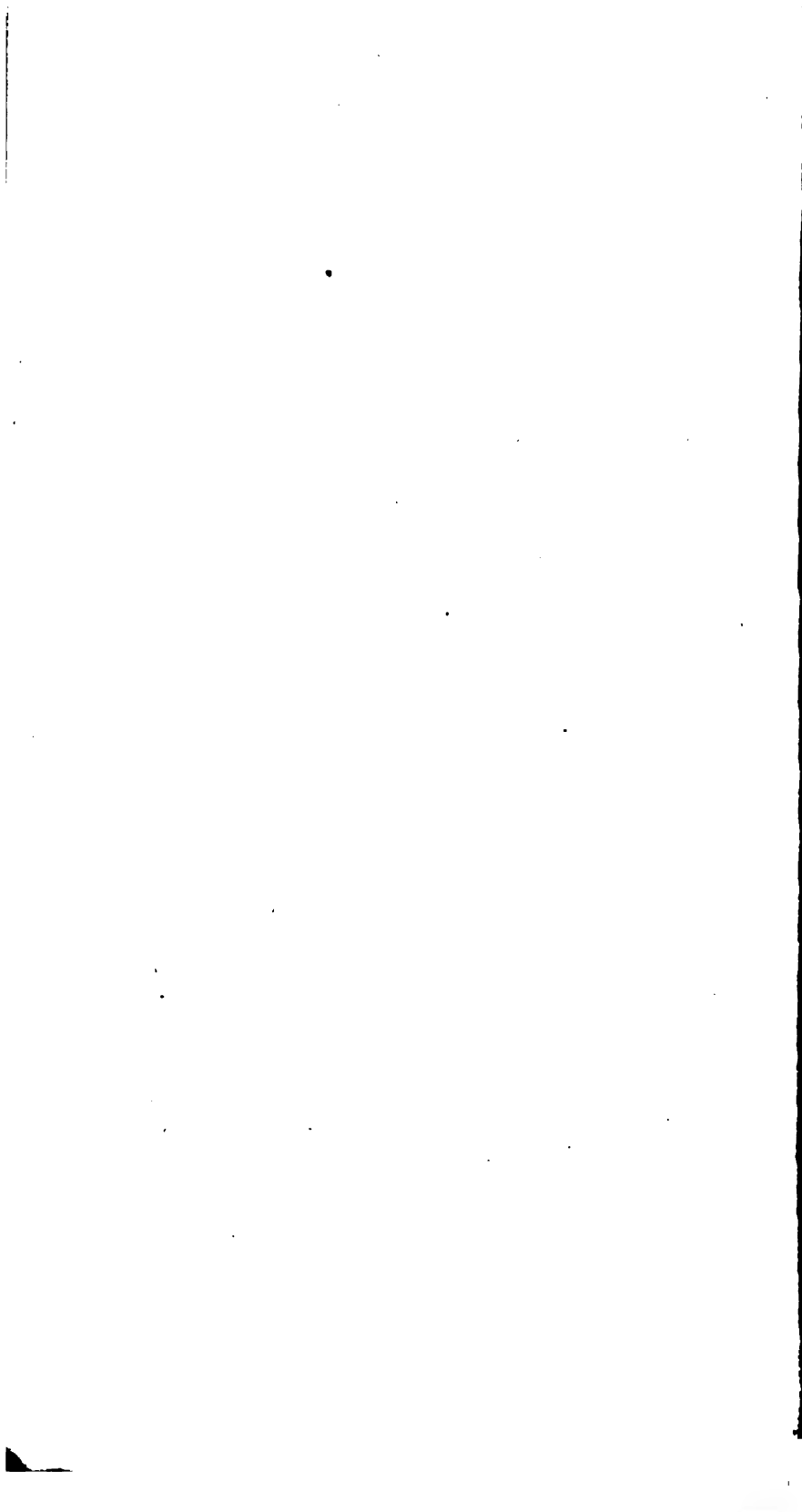
	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$24,561 31	\$19,198 26	\$23,972 64	\$21,653 28
Operating exp. (excl. taxes) ..	16,868 38	15,513 86	16,408 34	22,277 14
Net earnings from operation ..	\$7,702 93	\$3,684 39	\$7,564 30	d \$92 30
Income from other sources				
GROSS INCOME FROM ALL SOURCES ..	\$7,702 93	\$3,684 39	\$7,564 30	d \$92 30
Interest, rentals, taxes, etc.	6,938 66	6,610 00	6,048 14	5,157 08
NET INCOME FROM ALL SOURCES ..	\$766 27	d \$2,075 61	\$1,516 16	d \$3,709 94

d — Denotes deficit.

QUARTERLY REPORTS

OF

ELEVATED STEAM RAILROAD COMPANIES.



QUARTERLY REPORTS.

CONEY ISLAND ELEVATED.*

	QUARTER ENDING			
	December 31, 1886.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$449 65	.....	.....	.....
Operating exp. (excl. taxes).	572 25	.....	.....	.....
Net earnings from operation.	d \$122 60	.....	.....	.....
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$122 60	.....	.....	.....
Interest, rentals, taxes, etc.	2,484 31	.....	.....	.....
NET INCOME FROM ALL SOURCES..	d \$2,606 91	.....	.....	.....

BROOKLYN ELEVATED.

Gross earnings.....	\$122,575 81	\$124,454 78	\$141,833 61	\$180,066 84
Operating exp. (excl. taxes).	96,036 07	95,936 50	94,865 16	90,534 63
Net earnings from operation.	\$24,539 74	\$28,518 28	46,518 45	\$89,531 71
Income from other sources...	.....	34 15	81 15	236 25
GROSS INCOME FROM ALL SOURCES.	\$24,539 74	\$28,552 43	\$46,599 60	\$89,767 96
Interest, rentals, taxes, etc.	24,539 74	58,284 52	61,481 12	59,467 04
NET INCOME FROM ALL SOURCES..	.....	d \$29,732 09	d \$14,881 52	d \$19,699 12

MANHATTAN — LESSER.

Gross earnings	\$1,818,199 75	\$1,760,095 90	\$1,959,052 30	\$1,815,634 15
Operating exp. (excl. taxes).	922,709 72	934,768 63	978,691 57	1,014,641 86
Net earnings from operation..	\$895,490 03	\$825,327 27	\$980,360 73	\$800,992 29
Income from other sources...	17,337 60	20,985 18	17,342 00	17,549 60
GROSS INCOME FROM ALL SOURCES.	\$912,847 53	\$846,312 45	\$997,702 73	\$818,541 79
Interest, rentals, taxes, etc.	478,901 82	455,870 25	499,264 00	483,736 76
NET INCOME FROM ALL SOURCES..	\$435,945 71	\$390,442 20	\$498,438 73	\$334,805 03

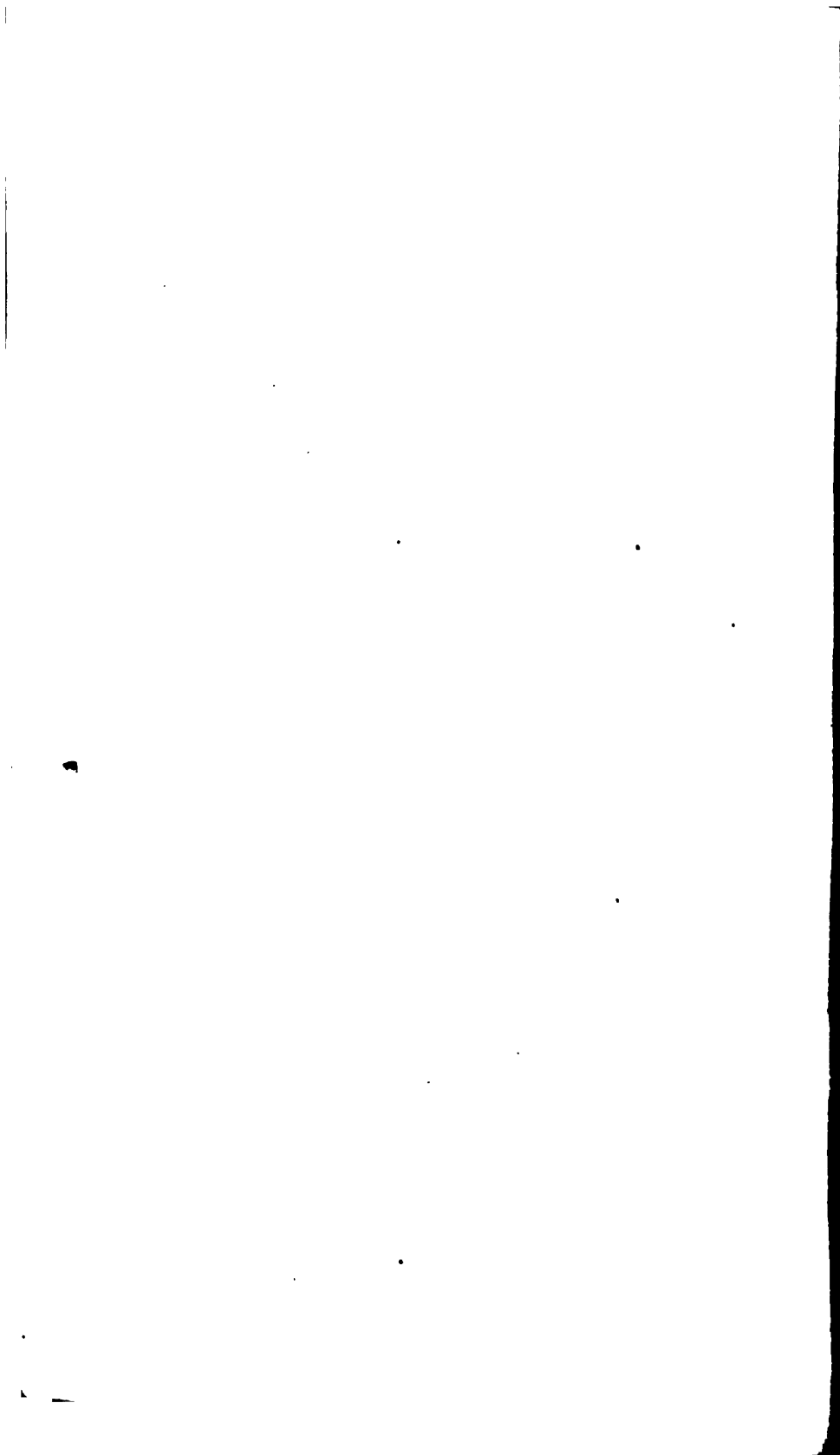
d — Denotes deficit.

* Reorganized as the "Sea View Elevated" April 22, 1886. The latter company has filed no quarterly reports.

QUARTERLY REPORTS

OF

Drawing-Room and Sleeping Car Companies.



QUARTERLY REPORTS.

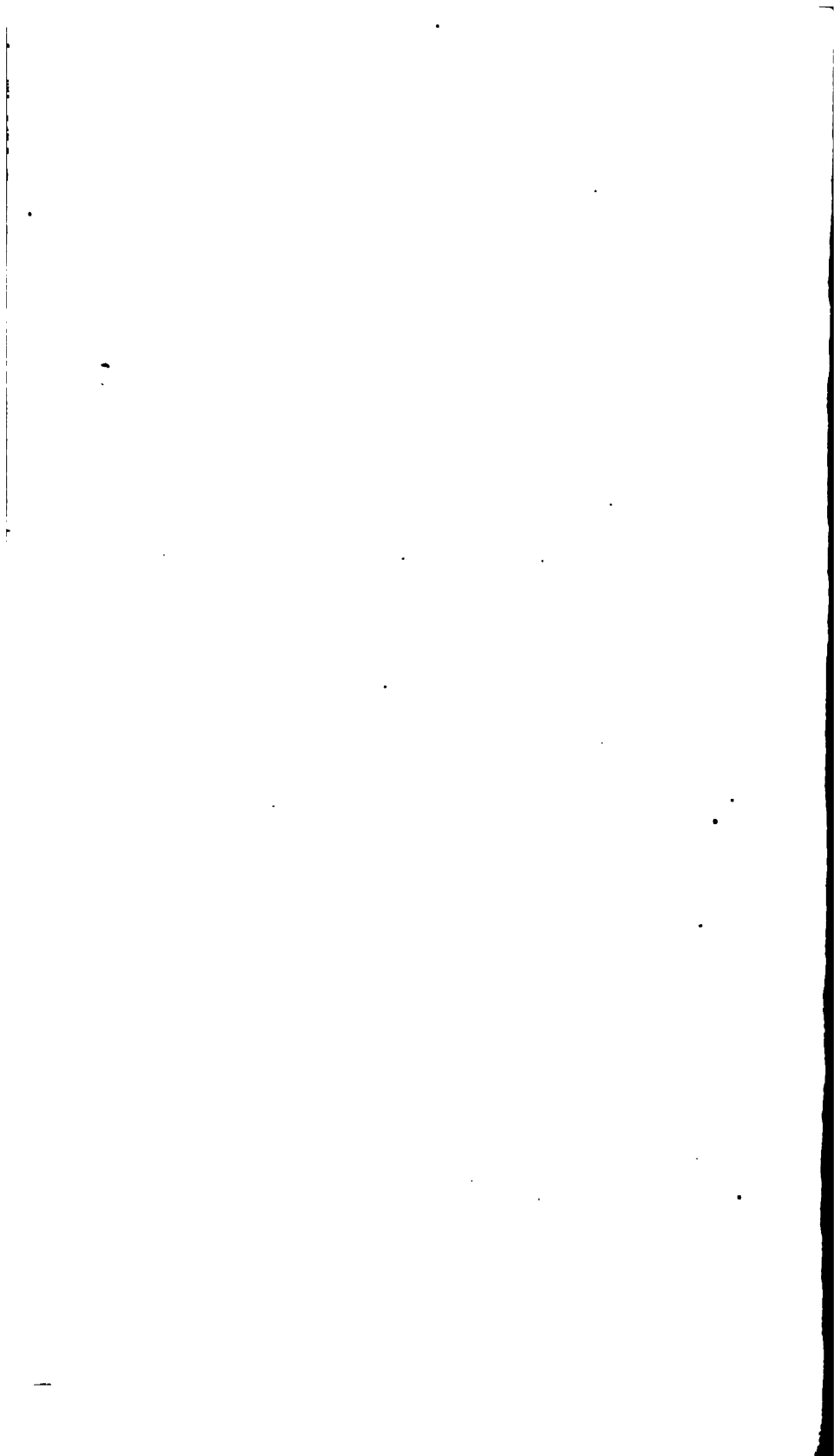
MANN'S BOUDOIR CAR COMPANY.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$44,584 46	\$42,185 83	\$36,784 41	\$36,987 75
Operating exp. (excl. taxes).	40,794 48	34,348 21	28,235 57	33,005 16
Net earnings from operation..	\$3,849 98	\$7,834 62	\$10,548 84	\$3,982 59
Income from other sources...	1,804 90	1,838 17	1,047 72	8,133 80
GROSS INCOME FROM ALL SOURCES.	\$5,654 88	\$9,172 79	\$11,596 56	\$12,116 39
Interest, rentals, taxes, etc.	10,676 25	10,562 49	10,435 00	10,481 83
NET INCOME FROM ALL SOURCES..	d \$5,021 37	d \$1,339 70	\$1,161 56	\$1,634 56

NEW YORK CENTRAL SLEEPING CAR COMPANY.

Gross earnings.....	\$406,227 63	\$396,643 06	\$549,807 54	\$621,066 22
Operating exp. (excl. taxes).	293,556 80	272,293 41	363,903 07	297,664 58
Net earnings from operation..	\$112,670 83	\$124,354 65	\$186,204 47	\$223,433 69
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$112,670 83	\$124,354 65	\$186,204 47	\$223,433 69
Interest, rentals, taxes, etc.	.....	.....	.....	.....
NET INCOME FROM ALL SOURCES..	\$112,670 83	\$124,354 65	\$186,204 47	\$223,433 69

d— Denotes deficit.



QUARTERLY REPORTS

OF

SURFACE STREET RAILROAD COMPANIES.

QUARTERLY REPORTS.

ALBANY.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$34,443 06	\$33,132 31	\$37,060 68	\$48,805 29
Operating exp. (excl. taxes).	26,710 44	28,532 07	35,070 44	36,846 67
Net earnings from operation.	\$7,732 62	\$4,600 24	\$1,990 22	\$8,458 62
Income from other sources...	279 99	.....	.....	150 99
GROSS INCOME FROM ALL SOURCES.	\$8,012 61	\$4,600 24	\$1,990 22	\$8,618 61
Interest, rentals, taxes, etc.	2,890 43	8,829 53	8,537 49	8,670 35
NET INCOME FROM ALL SOURCES..	\$5,122 18	\$1,276 71	d \$1,547 27	\$4,948 26

AMSTERDAM — LESSER.

Gross earnings	\$1,217 27	\$1,236 14	\$1,423 34	\$1,574 81
Operating exp. (excl. taxes).	1,521 54	1,059 00	1,236 77	965 41
Net earnings from operation..	d \$304 27	\$207 14	\$186 57	\$609 40
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$304 27	\$207 14	\$186 57	\$609 40
Interest, rentals, taxes, etc..	.....	.....	.....	.....
NET INCOME FROM ALL SOURCES..	d \$304 27	\$207 14	\$186 57	\$609 40

ATLANTIC AVENUE.

Gross earnings.....	\$112,501 94	\$109,387 37	\$134,710 04	\$141,814 17
Operating exp. (excl. taxes).	98,673 53	101,967 42	109,858 08	126,503 28
Net earnings from operation..	\$13,828 36	\$7,419 95	\$24,857 01	\$15,310 89
Income from other sources...	12,521 93	8,086 12	10,357 94	20,364 04
GROSS INCOME FROM ALL SOURCES.	\$26,350 29	\$15,506 07	\$35,214 95	\$35,674 93
Interest, rentals, taxes, etc..	18,423 66	19,499 06	18,743 70	19,694 98
NET INCOME FROM ALL SOURCES..	\$7,926 63	d \$3,993 01	\$16,471 25	\$15,979 95

AUBURN AND OWASCO LAKE.

Gross earnings	\$1,028 84	\$964 51	\$1,091 74	\$1,156 24
Operating exp. (excl. taxes).	1,651 10	760 13	944 49	528 14
Net earnings from operation..	d \$622 26	\$204 38	\$147 25	\$630 10
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$622 26	\$204 38	\$147 25	\$630 10
Interest, rentals, taxes, etc..	15 04	15 04	24 70	6 09
NET INCOME FROM ALL SOURCES..	d \$637 30	\$189 34	\$122 55	\$634 01

d — Denotes deficit.

BROADWAY OF BROOKLYN.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$96,631 81	\$99,012 99	\$111,175 77	\$120,723 67
Operating exp. (excl. taxes).	72,471 22	73,973 37	87,455 43	87,199 73
Net earnings from operation..	\$26,160 59	\$15,039 62	\$23,721 34	\$33,523 94
Income from other sources...	2,233 09	1,214 14	1,928 16	296 25
GROSS INCOME FROM ALL SOURCES.	\$28,443 68	\$16,253 76	\$25,649 50	\$34,820 19
Interest, rentals, taxes, etc.	10,096 05	11,496 78	11,711 12	11,674 67
NET INCOME FROM ALL SOURCES..	\$18,345 63	\$4,757 00	\$13,938 38	\$23,145 52

BROADWAY AND SEVENTH AVENUE.

Gross earnings	\$430,715 02	\$375,196 02	\$427,072 26	\$396,000 39
Operating exp. (excl. taxes).	280,898 15	297,424 29	282,719 47	256,797 25
Net earnings from operation..	\$149,816 87	\$77,771 73	\$144,352 79	\$141,202 85
Income from other sources...	425 00	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$150,241 87	\$77,771 73	\$144,352 79	\$141,202 85
Interest, rentals, taxes, etc.	68,664 20	68,664 21	100,487 00	96,447 18
NET INCOME FROM ALL SOURCES..	\$81,577 67	\$9,077 52	\$43,865 79	\$44,755 67

BROOKLYN, BUSHWICK AND QUEENS COUNTY.

Gross earnings	\$9,917 50	\$3,376 85	\$23,224 00	\$28,219 12
Operating exp. (excl. taxes).	18,714 66	3,897 41	30,224 34	32,326 23
Net earnings from operation..	d \$3,797 16	d \$510 56	d \$6,999 74	d \$9,619 89
Income from other sources ..	11 00	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$3,786 16	d \$510 56	d \$6,999 74	d \$9,619 89
Interest, rentals, taxes, etc.	349 59	1,268 90	4,051 53	4,612 67
NET INCOME FROM ALL SOURCES..	d \$4,135 75	d \$1,779 46	d \$11,041 27	d \$12,667 11

BROOKLYN CITY.

Gross earnings...	\$556,622 09	\$508,382 12	\$608,551 48	\$622,525 55
Operating exp. (excl. taxes).	489,060 28	432,130 95	561,484 42	496,519 11
Net earnings from operation..	\$116,961 81	\$74,251 17	\$47,067 06	\$125,417 73
Income from other sources...	4,518 81	1,632 23	5,609 88	1,261 67
GROSS INCOME FROM ALL SOURCES.	\$121,480 62	\$75,903 39	\$52,676 94	\$126,679 40
Interest, rentals, taxes, etc.	40,709 61	40,709 61	36,400 00	42,587 73
NET INCOME FROM ALL SOURCES..	\$80,771 01	\$35,193 78	\$16,276 94	\$84,091 67

BROOKLYN CITY AND NEWTOWN

Gross earnings	\$68,611 39	\$62,022 57	\$70,283 66	\$62,607 17
Operating exp. (excl. taxes).	51,009 82	46,748 90	56,159 69	48,329 25
Net earnings from operation .	\$17,601 57	\$15,273 67	\$14,123 97	\$14,277 92
Income from other sources...	499 98	499 98	500 00	500 00
GROSS INCOME FROM ALL SOURCES.	\$18,101 55	\$15,773 65	\$14,623 97	\$14,777 92
Interest, rentals, taxes, etc.	11,786 00	11,786 00	11,800 00	11,800 00
NET INCOME FROM ALL SOURCES..	\$6,315 55	\$3,987 65	\$2,823 97	\$2,977 92

d -- Denotes deficit.

QUARTERLY REPORTS.

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BROOKLYN CROSSTOWN.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$74,073 94	\$67,468 43	\$74,172 51	\$71,446 64
Operating exp. (excl. taxes).	44,964 84	48,498 26	57,006 09	53,086 06
Net earnings from operation.	\$29,109 60	\$18,970 17	\$17,166 43	\$18,361 59
Income from other sources...	577 74	424 84	579 49	673 49
GROSS INCOME FROM ALL SOURCES.	\$29,687 34	\$19,395 01	\$17,745 91	\$19,035 08
Interest, rentals, taxes, etc.	6,468 44	15,536 92	1,059 23	16,838 87
NET INCOME FROM ALL SOURCES..	\$23,218 90	\$3,858 09	\$16,686 68	\$3,196 21

BUFFALO.

Gross earnings....	\$78,866 03	\$65,157 54	\$82,287 54	\$82,408 06
Operating exp. (excl. taxes).	58,711 28	62,801 19	59,926 33	67,291 46
Net earnings from operation.	\$20,154 75	\$2,356 35	\$22,360 72	\$25,116 60
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$20,154 75	\$2,356 35	\$22,360 72	\$25,116 60
Interest, rentals, taxes, etc.	16,073 98	15,745 77	16,034 25	16,846 44
NET INCOME FROM ALL SOURCES..	\$4,080 77	d \$13,389 42	\$6,326 47	\$8,270 16

BUFFALO EAST SIDE.

Gross earnings	\$43,074 59	\$37,667 61	\$45,045 92	\$63,157 95
Operating exp. (excl. taxes).	34,666 96	30,611 33	34,078 96	43,486 56
Net earnings from operation..	\$8,407 63	\$7,056 28	\$10,966 94	\$19,671 39
Income from other sources...	..	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$8,407 63	\$7,056 28	\$10,966 94	\$19,671 39
Interest, rentals, taxes, etc.	10,993 35	11,446 16	11,472 74	12,232 42
NET INCOME FROM ALL SOURCES..	d \$2,285 72	d \$4,389 88	d \$505 80	\$7,438 97

BUSHWICK.

Gross earnings	\$89,843 16	\$79,623 69	\$108,520 88	\$115,690 23
Operating exp. (excl. taxes).	79,020 30	74,194 02	87,722 84	77,413 30
Net earnings from operation..	\$10,822 77	\$5,429 67	\$20,798 04	\$38,276 93
Income from other sources...	709 99	710 00	565 00	455 00
GROSS INCOME FROM ALL SOURCES.	\$11,032 76	\$6,139 67	\$21,363 04	\$38,731 93
Interest, rentals, taxes, etc.	12,175 12	12,423 91	12,397 55	12,265 09
NET INCOME FROM ALL SOURCES..	d \$1,142 36	d \$6,284 24	\$8,465 49	\$26,456 84

CALVARY CEMETERY, GREENPOINT AND BROOKLYN.

Gross earnings	\$3,037 47	\$1,927 24	\$4,130 22	\$3,258 22
Operating exp. (excl. taxes).	2,727 57	2,375 48	3,222 17	2,761 41
Net earnings from operation.	d \$700 10	d \$448 24	\$308 15	\$496 91
Income from other sources ..	.....	16 35	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$700 10	d \$431 89	\$308 15	\$496 91
Interest, rentals, taxes, etc.	1,315 88	1,348 75	1,348 75	1,205 57
NET INCOME FROM ALL SOURCES..	d \$2,015 48	d \$1,780 64	d \$540 60	\$708 66

d — Denotes deficit.

EAST GENESEE STREET AND SEWARD AVENUE.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.	\$1,028 84	\$984 50	\$1,091 75	\$1,156 24
Operating exp. (excl. taxes).	1,651 10	760 14	944 50	526 14
Net earnings from operation.	d \$622 26	\$204 36	\$147 25	\$630 10
Income from other sources. ....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$622 26	\$204 36	\$147 25	\$630 10
Interest, rentals, taxes, etc.	15 04	15 04	24 70	6 09
NET INCOME FROM ALL SOURCES..	d \$637 30	\$189 38	\$122 55	\$624 01

EIGHTH AVENUE.

Gross earnings	\$178,236 14	\$158,985 75	\$185,800 87	\$169,640 80
Operating exp. (excl. taxes).	122,194 82	129,410 69	123,957 52	135,211 12
Net earnings from operation.	\$56,041 32	\$29,574 86	\$51,842 85	\$34,429 68
Income from other sources.	8,199 66	2,288 61	3,296 52	\$2,691 15
GROSS INCOME FROM ALL SOURCES.	\$59,340 98	\$31,863 37	\$55,139 37	\$37,120 83
Interest, rentals, taxes, etc..	25,000 00	25,000 00	25,000 00	23,615 63
NET INCOME FROM ALL SOURCES..	\$34,340 98	\$6,863 37	\$30,139 37	\$13,505 21

ELMIRA AND HORSEHEADS.

Gross earnings.....	\$4,777 06	\$3,875 87	\$4,870 94	\$5,345 72
Operating exp. (excl. taxes).	4,470 82	4,452 57	4,579 77	5,719 72
Net earnings from operation..	\$306 24	d \$577 20	\$291 17	d \$374 00
Income from other sources...	200 25	613 32	63 86	630 69
GROSS INCOME FROM ALL SOURCES.	\$506 49	\$36 12	\$355 03	\$256 69
Interest, rentals, taxes, etc..	401 08	508 21	446 75	741 27
NET INCOME FROM ALL SOURCES..	\$105 47	d \$473 09	d \$91 72	d \$484 56

FIFTH WARD.

Gross earnings	\$7,203 09	\$6,315 59	\$6,670 37	\$7,066 62
Operating exp. (excl. taxes).	5,777 21	4,868 80	6,573 69	4,946 32
Net earnings from operation..	\$1,425 88	\$1,446 79	\$96 68	\$2,120 30
Income from other sources...	58 50	61 00	82 00	100 00
GROSS INCOME FROM ALL SOURCES.	\$1,484 38	\$1,507 79	\$178 68	\$2,220 30
Interest, rentals, taxes, etc..	511 13	493 49	253 93	494 92
NET INCOME FROM ALL SOURCES..	\$973 25	\$1,014 30	d \$175 25	\$1,725 37

FORTY-SECOND STREET AND GRAND-STREET FERRY.

Gross earnings	\$102,252 55	\$90,291 80	\$82,325 95	\$87,480 80
Operating exp. (excl. taxes).	63,376 97	55,124 39	55,142 59	60,391 12
Net earnings from operation..	\$38,975 58	\$35,167 51	\$27,183 36	\$27,129 68
Income from other sources...	1,137 44	608 83	653 30	1,129 77
GROSS INCOME FROM ALL SOURCES.	\$40,113 02	\$35,776 34	\$27,836 66	\$28,259 45
Interest, rentals, taxes, etc.	11,860 92	11,907 67	11,907 67	11,719 74
NET INCOME FROM ALL SOURCES..	\$28,252 10	\$23,868 67	\$25,928 99	\$16,539 71

d — Denotes deficit.

CITY OF POUGHKEEPSIE.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$4,212 86	\$3,713 01	\$5,172 03	\$5,475 11
Operating exp. (excl. taxes).	5,847 49	3,531 60	5,644 59	3,425 78
Net earnings from operation..	d \$1,134 63	d \$118 59	d \$472 56	\$2,049 83
Income from other sources...	75 00	50 00	66 00	54 00
GROSS INCOME FROM ALL SOURCES.	d \$1,059 63	d \$68 59	d \$406 56	\$2,103 83
Interest, rentals, taxes, etc.	330 68	297 85	303 84	316 57
NET INCOME FROM ALL SOURCES..	d \$1,390 31	d \$365 94	d \$710 40	\$1,786 76

CONEY ISLAND AND BROOKLYN.

Gross earnings.....	\$47,099 27	\$43,465 23	\$59,547 62	\$67,466 99
Operating exp. (excl. taxes).	33,688 80	39,193 31	51,072 77	44,396 43
Net earnings from operation..	\$8,385 47	\$4,271 92	\$8,474 85	\$23,100 56
Income from other sources...	100 00	100 00	100 00	106 50
GROSS INCOME FROM ALL SOURCES.	\$8,485 47	\$4,371 92	\$8,574 85	\$23,206 06
Interest, rentals, taxes, etc.	6,407 59	6,326 57	6,403 83	6,349 52
NET INCOME FROM ALL SOURCES..	\$2,077 88	d \$1,954 65	\$2,171 32	\$16,856 54

CORTLAND AND HOMER.

Gross earnings.....	\$1,787 95	\$1,606 86	\$2,308 80	\$2,875 25
Operating exp. (excl. taxes).	1,700 24	1,462 99	1,620 71	2,759 33
Net earnings from operation..	\$87 71	\$233 87	\$787 59	\$115 93
Income from other sources...	.....	8 82	222 66	20 50
GROSS INCOME FROM ALL SOURCES.	\$87 71	\$242 69	\$1,010 25	\$136 43
Interest, rentals, taxes, etc.	1 20	112 43	51 75	66 57
NET INCOME FROM ALL SOURCES..	\$86 51	\$130 26	\$958 50	\$203 00

DRY DOCK, EAST BROADWAY AND BATTERY.

Gross earnings...	\$219,061 46	\$187,503 57	\$218,906 26	\$223,258 78
Operating exp. (excl. taxes).	129,163 56	135,817 65	213,231 29	175,345 05
Net earnings from operation..	\$89,898 90	\$52,185 92	\$5,674 97	\$56,913 73
Income from other sources...	3,067 23	3,470 25	3,428 67	2,919 34
GROSS INCOME FROM ALL SOURCES.	\$92,966 13	\$55,656 17	\$9,103 64	\$59,833 07
Interest, rentals, taxes, etc.	44,259 84	44,788 69	44,788 69	39,512 76
NET INCOME FROM ALL SOURCES..	\$48,706 29	\$10,873 48	d \$35,685 05	\$20,320 31

DUNKIRK AND FREDONIA.

Gross earnings.....	\$2,291 71	\$1,923 85	\$2,251 48	\$2,967 43
Operating exp. (excl. taxes).	1,046 13	1,479 95	1,613 19	1,225 11
Net earnings from operation..	\$1,245 58	\$443 90	\$638 29	\$1,742 32
Income from other sources...	17 00	43 50	218 78	28 58
GROSS INCOME FROM ALL SOURCES.	\$1,262 58	\$487 40	\$857 07	\$1,770 85
Interest, rentals, taxes, etc.	443 32	6 50	178 02	119 07
NET INCOME FROM ALL SOURCES..	\$819 26	\$480 90	\$681 05	\$1,651 78

d — Denotes deficit.

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$48,819 87	\$40,031 80	\$49,056 31	\$63,034 69
Operating exp. (excl. taxes).	36,184 07	33,029 01	34,720 85	41,533 76
Net earnings from operation.	\$12,185 80	\$7,002 79	\$14,335 46	\$21,500 93
Income from other sources ..	150 00	105 00	145 00	150 00
GROSS INCOME FROM ALL SOURCES.	\$12,335 80	\$7,107 79	\$14,480 46	\$21,650 93
Interest, rentals, taxes, etc.	2,659 58	3,137 46	3,255 01	3,824 95
NET INCOME FROM ALL SOURCES..	\$9,676 22	\$3,970 33	\$11,225 45	\$17,825 98

HERKIMER AND MOHAWK.

Gross earnings....	\$1,132 95	\$881 30	\$836 35	\$1,194 10
Operating exp. (excl. taxes).	797 64	681 50	633 52	838 57
Net earnings from operation.	\$335 31	\$199 80	\$202 83	\$355 53
Income from other sources..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$335 31	\$199 80	\$202 83	\$355 53
Interest, rentals, taxes, etc.	117 00	57 02	12 50	86 99
NET INCOME FROM ALL SOURCES..	\$218 31	\$142 78	\$190 33	\$268 64

HOUSTON, WEST STREET AND PAVONIA FERRY.

Gross earnings	\$57,179 77	\$52,005 17	\$57,529 24	\$62,917 83
Operating exp. (excl. taxes).	43,908 31	52,430 24	38,574 45	35,451 69
Net earnings from operation.	\$13,271 46	d 4,425 07	\$18,954 79	\$27,466 14
Income from other sources...	1,340 28	4,460 00	1,716 94	4,296 85
GROSS INCOME FROM ALL SOURCES.	\$14,611 74	\$4,034 93	\$20,671 73	\$31,762 99
Interest, rentals, taxes, etc.	17,732 20	12,913 05	10,770 00	10,646 21
NET INCOME FROM ALL SOURCES..	d \$3,120 46	d \$8,878 12	\$9,901 73	\$21,116 47

JAMESTOWN.

Gross earnings	\$868 50	\$423 65	\$2,241 51	\$5,484 93
Operating exp. (excl. taxes).	1,869 48	1,424 77	2,310 49	3,184 87
Net earnings from operation..	d \$1,005 98	d \$1,001 12	d \$68 98	\$2,300 56
Income from other sources...	.....	12 60	1 20	14 40
GROSS INCOME FROM ALL SOURCES.	d \$1,005 98	d \$968 52	d \$67 78	\$2,314 96
Interest, rentals, taxes, etc.	105 18	.....	103 60	233 58
NET INCOME FROM ALL SOURCES..	d \$1,111 16	d \$968 52	d \$171 88	\$2,051 38

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO — LESSEE.

Gross earnings	\$2,793 43	\$2,120 81	\$3,436 05	\$4,147 20
Operating exp. (excl. taxes).	786 20	1,314 88	3,174 16	2,633 67
Net earnings from operation.	\$2,007 23	\$805 93	\$261 89	\$1,523 33
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$2,007 23	\$805 93	\$261 89	\$1,523 33
Interest, rentals, taxes, etc.	886 99	1,000 00	1,000 00	.....
NET INCOME FROM ALL SOURCES..	\$1,120 24	d \$194 07	d \$788 11	\$1,523 33

d — Denotes deficit.

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FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$63,449 73	\$65,554 90	\$82,677 14	\$89,157 84
Operating exp. (excl. taxes).	78,467 43	64,749 98	68,423 02	63,927 23
Net earnings from operation.	d \$13,017 70	\$804 97	\$14,254 12	\$25,230 11
Income from other sources...	.....	112 50	103 00	101 15
GROSS INCOME FROM ALL SOURCES.	d \$13,017 70	\$917 47	\$14,357 12	\$25,331 26
Interest, rentals, taxes, etc.	34,186 03	29,157 61	26,971 88	37,695 12
NET INCOME FROM ALL SOURCES..	d \$47,203 73	d \$28,240 14	d \$12,614 76	d \$12,363 86

FRANKFORT AND ILION.

Gross earnings.....	\$1,041 44	\$995 01	\$790 98	\$747 82
Operating exp. (excl. taxes).	1,156 01	627 32	559 24	1,056 85
Net earnings from operation.	d \$114 57	\$367 69	d \$68 26	d \$309 03
Income from other sources...	28 00	.....	59 50	60 50
GROSS INCOME FROM ALL SOURCES.	d \$86 57	\$367 69	d \$8 76	d \$242 53
Interest, rentals, taxes, etc.	52 12	79 30	46 50	67 56
NET INCOME FROM ALL SOURCES..	d \$138 69	\$288 39	d \$55 26	d \$310 09

GENESEE AND WATER STREET.

Gross earnings	\$5,372 66	\$5,410 61	\$5,936 72	\$5,800 79
Operating exp. (excl. taxes).	4,860 09	3,702 00	4,341 78	3,876 59
Net earnings from operation..	\$1,012 57	\$1,708 61	\$1,644 94	\$1,924 20
Income from other sources...	8 74	158 80	52 00	38 00
GROSS INCOME FROM ALL SOURCES.	\$1,021 31	\$1,867 41	\$1,696 94	\$1,960 20
Interest, rentals, taxes, etc.	815 13	880 32	675 00	566 88
NET INCOME FROM ALL SOURCES..	\$206 18	\$987 09	\$1,021 94	\$1,373 32

GRAND STREET AND NEWTOWN.

Gross earnings	\$33,268 75	\$29,084 80	\$39,736 25	\$40,396 25
Operating exp. (excl. taxes)	29,741 23	28,232 20	29,683 30	31,313 62
Net earnings from operation.	\$3,527 52	\$832 60	\$10,052 95	\$9,082 63
Income from other sources ..	608 67	908 09	611 51	8,483 44
GROSS INCOME FROM ALL SOURCES	\$4,136 19	\$1,740 69	\$10,664 46	\$17,566 07
Interest, rentals, taxes, etc.	4,462 50	4,537 50	5,225 00	4,161 83
NET INCOME FROM ALL SOURCES..	d \$326 31	d \$3,796 81	\$5,439 46	\$13,404 24

GRAND STREET, PROSPECT PARK AND FLATBUSH.

Gross earnings	\$26,722 39	\$24,214 21	\$33,565 23	\$39,078 43
Operating exp. (excl. taxes).	23,914 91	24,639 21	25,778 83	28,275 18
Net earnings from operation..	\$2,807 48	d \$425 00	\$7,786 90	\$10,803 25
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$2,807 43	d \$425 00	\$7,786 90	\$10,803 25
Interest, rentals, taxes, etc.	9,843 33	9,863 27	9,630 03	9,518 39
NET INCOME FROM ALL SOURCES..	d \$7,035 85	d \$10,288 27	d \$1,843 13	\$1,284 86

d — Denotes deficit.

HARLEM BRIDGE, MORRISANIA AND FORDHAM.

	QUARTER ENDING			
	December 31, 1895.	March 31, 1896.	June 30, 1896.	September 30, 1896.
Gross earnings ..	\$48,319 87	\$40,031 80	\$49,056 31	\$52,824 09
Operating exp. (excl. taxes).	36,134 07	33,029 01	34,720 86	41,322 75
Net earnings from operation.	\$12,185 80	\$7,002 79	\$14,335 45	\$21,501 34
Income from other sources ..	150 00	105 00	145 00	130 00
GROSS INCOME FROM ALL SOURCES	\$12,335 80	\$7,107 79	\$14,480 45	\$21,631 34
Interest, rentals, taxes, etc.	2,659 58	3,127 46	3,255 01	3,224 15
NET INCOME FROM ALL SOURCES..	\$9,676 22	\$3,970 33	\$11,225 45	\$17,857 19

HERKIMER AND MOHAWK.

Gross earnings ..	\$1,132 95	\$881 30	\$826 35	\$1,194 12
Operating exp. (excl. taxes).	797 64	681 50	633 52	588 57
Net earnings from operation.	\$335 31	\$199 80	\$192 83	\$605 55
Income from other sources..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$335 31	\$199 80	\$192 83	\$605 55
Interest, rentals, taxes, etc.	117 00	57 02	12 50	66 89
NET INCOME FROM ALL SOURCES..	\$218 31	\$142 78	\$180 33	\$538 66

HOUSTON, WEST STREET AND PAVONIA FERRY.

Gross earnings ..	\$57,179 77	\$52,005 17	\$57,529 24	\$62,977 12
Operating exp. (excl. taxes).	43,908 81	52,430 24	38,574 45	35,451 09
Net earnings from operation..	\$13,271 46	d \$425 07	\$18,954 79	\$27,526 03
Income from other sources...	1,340 28	4,460 00	1,716 94	4,288 55
GROSS INCOME FROM ALL SOURCES.	\$14,611 74	\$4,885 07	\$20,671 73	\$31,814 58
Interest, rentals, taxes, etc.	17,782 20	12,913 05	10,770 00	10,646 21
NET INCOME FROM ALL SOURCES..	d \$3,120 46	d \$8,878 12	\$9,901 73	\$21,168 37

JAMESTOWN.

Gross earnings ..	\$868 50	\$423 65	\$2,241 51	\$5,024 05
Operating exp. (excl. taxes).	1,869 48	1,424 77	2,310 49	3,184 57
Net earnings from operation..	d \$1,005 98	d \$1,001 12	d \$68 96	\$3,839 48
Income from other sources...	.....	12 60	1 20	14 40
GROSS INCOME FROM ALL SOURCES.	d \$1,005 98	d \$988 53	d \$67 78	\$3,854 88
Interest, rentals, taxes, etc.	105 18	.....	103 60	262 52
NET INCOME FROM ALL SOURCES..	d \$1,111 16	d \$988 53	d \$171 38	\$2,652 36

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO — LESSER.

Gross earnings ..	\$2,793 43	\$2,120 81	\$3,436 05	\$4,115 59
Operating exp. (excl. taxes).	796 20	1,314 88	3,174 16	2,883 57
Net earnings from operation.	\$2,007 23	\$805 93	\$261 89	\$1,232 02
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$2,007 23	\$805 93	\$261 89	\$1,232 02
Interest, rentals, taxes, etc.	886 99	1,000 00	1,000 00	.....
NET INCOME FROM ALL SOURCES..	\$1,120 24	d \$194 07	d \$738 11	\$1,232 02

d — Denotes deficit.

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KINGSTON CITY.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$6,638 75	\$5,571 81	\$6,620 10	\$7,792 30
Operating exp. (excl. taxes).....	4,318 09	4,567 57	4,510 11	5,298 08
Net earnings from operation.....	\$2,320 66	\$1,013 74	\$2,109 99	\$2,524 24
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$2,320 66	\$1,013 74	\$2,109 99	\$2,524 24
Interest, rentals, taxes, etc.....	700 00	700 00	700 00	787 17
NET INCOME FROM ALL SOURCES.....	\$1,620 66	\$313 74	\$1,409 99	\$1,737 07

LONG ISLAND CITY AND NEWTOWN.

Gross earnings.....	\$4,318 24	\$2,319 40	\$7,077 43 *
Operating exp. (excl. taxes).....	1,772 59	1,968 40	\$2,996 27	.....
Net earnings from operation.....	\$2,545 65	\$351 00	\$4,080 68	.....
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$2,545 65	\$351 00	\$4,080 68	.....
Interest, rentals, taxes, etc.....	1,555 00	1,555 00	1,555 00	.....
NET INCOME FROM ALL SOURCES.....	\$990 65	d \$1,204 00	\$2,525 68	.....

MOHAWK AND ILION.

Gross earnings.....	\$932 30	\$873 67	\$781 09	\$818 73
Operating exp. (excl. taxes).....	663 63	562 55	663 69	566 70
Net earnings from operation.....	\$268 67	\$280 12	\$117 40	\$252 03
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$268 67	\$280 12	\$117 40	\$252 03
Interest, rentals, taxes, etc.....	.....	143 48	.....	88 39
NET INCOME FROM ALL SOURCES.....	\$268 67	\$136 64	\$117 40	\$163 64

NEW BRIGHTON AND ONONDAGA VALLEY.

Gross earnings....	\$935 25	\$720 99	\$1,096 01	\$1,141 49
Operating exp. (excl. taxes).....	655 16	683 46	796 17	732 88
Net earnings from operation.....	\$280 09	\$37 53	\$329 84	\$409 11
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$280 09	\$37 53	\$329 84	\$409 11
Interest, rentals, taxes, etc.....	189 00	189 00	189 00	202 84
NET INCOME FROM ALL SOURCES.....	\$91 09	d \$151 47	\$140 84	\$206 77

NEW YORK AND HARLEM.

Gross earnings.....	\$273,046 54	\$224,142 95	\$284,212 42	\$184,281 11
Operating exp. (excl. taxes).....	157,285 91	138,964 38	177,857 64	162,237 71
Net earnings from operation.....	\$115,760 63	\$85,178 57	\$106,354 78	\$22,043 40
Income from other sources.....	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.....	\$115,760 63	\$85,178 57	\$106,354 78	\$22,043 40
Interest, rentals, taxes, etc.....	15,300 00	14,800 00	12,800 00	11,912 69
NET INCOME FROM ALL SOURCES.....	\$100,460 63	\$70,378 57	\$93,554 78	\$10,130 71

d — Denotes deficit.

* No report filed for this quarter.

NEW WILLIAMSBURG AND FLATBUSH.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings.....	\$49,320 63	\$48,058 34	\$66,386 35	\$73,065 17
Operating exp. (excl. taxes).	51,031 38	45,717 49	53,213 69	51,721 17
Net earnings from operation..	d \$1,710 75	\$2,340 85	\$13,082 66	\$21,343 99
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	d \$1,710 75	\$2,340 85	\$13,082 66	\$21,343 99
Interest, rentals, taxes, etc.	7,370 44	7,370 48	7,586 48	8,888 88
NET INCOME FROM ALL SOURCES..	d \$9,081 19	d \$5,029 61	\$5,498 18	\$30,232 87

NIAGARA FALLS AND SUSPENSION BRIDGE.

Gross earnings	\$3,609 61	\$2,709 13	\$4,239 64	\$11,377 16
Operating exp. (excl. taxes).	3,600 13	2,926 61	4,723 95	5,094 88
Net earnings from operation..	\$9 48	d \$217 48	d \$494 31	\$6,282 28
Income from other sources...	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$9 48	d \$217 48	d \$494 31	\$6,282 28
Interest, rentals, taxes, etc..	20 07	316 94	.....	323 12
NET INCOME FROM ALL SOURCES..	d \$10 50	d \$534 42	d \$494 31	\$6,605 40

NINTH AVENUE.

Gross earnings.....	\$56,088 46	\$47,588 03	\$60,246 25	\$39,032 17
Operating exp. (excl. taxes).	44,546 11	51,298 34	50,901 35	47,827 84
Net earnings from operation..	\$11,522 35	d \$3,712 31	\$9,344 90	\$11,204 33
Income from other sources...	1,488 00	1,939 10	1,623 00	1,547 88
GROSS INCOME FROM ALL SOURCES.	\$13,020 35	d \$1,773 21	\$10,967 90	\$12,752 21
Interest, rentals, taxes, etc..	8,500 00	3,500 00	8,500 00	4,344 88
NET INCOME FROM ALL SOURCES..	\$9,520 35	d \$5,273 21	\$7,467 90	\$8,407 33

OLEAN STREET.

Gross earnings	\$1,745 02	\$1,508 04	\$1,614 66	\$2,125 14
Operating exp. (excl. taxes).	1,573 77	1,036 40	1,439 99	1,868 88
Net earnings from operation..	\$171 25	\$471 64	\$174 67	\$256 26
Income from other sources...	.....	100 50	.....	.....
GROSS INCOME FROM ALL SOURCES.	\$171 25	\$572 14	\$174 67	\$256 26
Interest, rentals, taxes, etc..	38 22	84 64	.....	71 33
NET INCOME FROM ALL SOURCES..	\$133 03	\$587 50	\$174 67	\$327 59

ONEIDA.

Gross earnings	\$906 80	\$677 70	\$1,122 02	\$1,189 19
Operating exp. (excl. taxes).	897 76	853 75	1,057 04	999 88
Net earnings from operation..	\$99 04	\$24 95	\$64 98	\$189 31
Income from other sources...	48 00	43 82	4 50	.....
GROSS INCOME FROM ALL SOURCES.	\$147 04	\$67 77	\$69 48	\$189 31
Interest, rentals, taxes, etc.	25 00	.....	.....	39 39
NET INCOME FROM ALL SOURCES..	\$122 04	\$67 77	\$69 48	\$228 70

d — Denotes deficit.

QUARTERLY REPORTS.

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PROSPECT PARK AND CONEY ISLAND.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$29,523 79	\$6,418 08	\$26,316 92	\$93,028 39
Operating exp. (excl. taxes) ..	47,139 29	14,936 43	25,873 63	31,238 74
Net earnings from operation ..	d \$17,615 50	d \$8,518 37	\$443 29	\$61,789 65
Income from other sources ..	1,932 32	6,996 68	8,297 33	15,927 63
GROSS INCOME FROM ALL SOURCES ..	d \$15,633 18	d \$1,621 69	\$8,740 63	\$77,717 28
Interest, rentals, taxes, etc.	17,664 42	16,456 81	20,194 08	21,838 32
NET INCOME FROM ALL SOURCES ..	d \$33,297 60	d \$18,078 50	d \$11,453 41	\$56,838 96

PROSPECT PARK AND CONEY ISLAND (CITY DIVISION) — LESSEE.

Gross earnings	\$17,335 47	.....	\$36,828 59
Operating exp. (excl. taxes) ..	18,221 19	.....	27,797 97
Net earnings from operation ..	d \$865 73	.....	\$9,080 62
Income from other sources ..	248 47	.....	365 18
GROSS INCOME FROM ALL SOURCES ..	d \$637 25	.....	\$9,395 75
Interest, rentals, taxes, etc.	5,000 00	.....	5,890 05
NET INCOME FROM ALL SOURCES ..	d \$5,637 25	.....	\$3,535 70

ROCHESTER CITY AND BRIGHTON.

Gross earnings	\$88,501 00	\$82,196 36	\$97,537 68	\$106,238 60
Operating exp. (excl. taxes) ..	65,572 09	69,089 55	75,797 61	78,324 38
Net earnings from operation ..	\$22,928 91	\$13,106 81	\$21,790 07	27,914 52
Income from other sources ..	659 21	400 00	1,327 15	400 21
GROSS INCOME FROM ALL SOURCES ..	\$23,588 12	\$13,506 81	\$23,117 22	\$28,323 73
Interest, rentals, taxes, etc.	9,339 59	9,274 06	10,500 00	16,299 69
NET INCOME FROM ALL SOURCES ..	\$14,248 53	\$4,232 75	\$12,527 22	\$12,024 04

SECOND AVENUE.

Gross earnings	\$245,230 12	\$216,341 90	\$304,852 95	\$286,500 40
Operating exp. (excl. taxes) ..	173,519 17	166,419 08	187,957 87	197,318 16
Net earnings from operation ..	\$71,770 95	\$49,922 82	\$116,895 08	\$89,182 24
Income from other sources ..	.....	.....	.....	.....
GROSS INCOME FROM ALL SOURCES ..	\$71,770 95	\$49,922 82	\$116,895 08	\$89,182 24
Interest, rentals, taxes, etc.	34,432 36	34,432 36	37,298 88	27,731 38
NET INCOME FROM ALL SOURCES ..	\$37,338 59	\$15,490 46	\$79,596 20	\$61,450 86

SIXTH AVENUE.

Gross earnings	\$241,167 45	\$204,439 70	\$221,147 15	\$172,648 65
Operating exp. (excl. taxes) ..	166,051 46	142,719 86	142,851 03	142,386 62
Net earnings from operation ..	\$75,115 99	\$61,719 84	\$78,296 12	\$30,262 03
Income from other sources ..	1,064 00	750 00	1,064 00	1,322 09
GROSS INCOME FROM ALL SOURCES ..	\$76,179 99	\$62,469 84	\$79,360 12	\$31,584 12
Interest, rentals, taxes, etc.	15,750 00	30,413 07	19,750 00	19,750 00
NET INCOME FROM ALL SOURCES ..	\$60,429 99	\$32,056 77	\$59,610 12	\$11,834 12

d — Denotes deficit.

TWENTY-THIRD STREET.

	QUARTER ENDING			
	December 31, 1885.	March 31, 1886.	June 30, 1886.	September 30, 1886.
Gross earnings	\$152,596 45	\$140,251 45	\$166,320 10	\$175,717 70
Operating exp. (excl. taxes).	94,622 98	118,631 90	116,152 85	129,971 64
Net earnings from operation..	\$57,973 47	\$21,619 55	\$50,177 25	\$45,746 06
Income from other sources...	6,973 49	29,130 00	25,477 75	68,522 44
GROSS INCOME FROM ALL SOURCES	\$64,946 96	\$50,749 55	\$75,655 00	\$114,268 50
Interest, rentals, taxes, etc.	32,759 32	34,864 86	35,297 36	23,701 44
NET INCOME FROM ALL SOURCES..	\$32,187 64	\$15,764 69	\$40,357 64	\$90,566 06

UTICA, CLINTON AND BINGHAMTON.

Gross earnings.....	\$11,748 56	\$8,641 68	\$10,431 48	\$11,933 63
Operating exp. (excl. taxes).	7,158 69	7,414 51	8,043 75	8,294 02
Net earnings from operation..	\$4,589 87	\$1,227 17	\$2,387 73	\$3,639 61
Income from other sources...	17,500 00	17,500 00	17,500 00	17,500 00
GROSS INCOME FROM ALL SOURCES	\$22,089 87	\$18,727 17	\$19,887 73	\$21,139 61
Interest, rentals, taxes, etc..	16,397 55	16,488 23	15,701 95	16,020 32
NET INCOME FROM ALL SOURCES..	\$5,692 32	\$2,238 94	\$4,185 78	\$5,119 29

VAN BRUNT STREET AND ERIE BASIN.

Gross earnings	\$4,894 13	\$3,977 62	\$5,670 66	\$6,437 42
Operating exp. (excl. taxes).	4,970 40	3,644 75	5,067 96	4,486 15
Net earnings from operation..	d \$78 22	\$1,332 87	\$562 70	\$1,951 27
Income from other sources...	175 00	...	45 00	50 00
GROSS INCOME FROM ALL SOURCES	\$98 78	\$332 87	\$607 70	\$2,001 27
Interest, rentals, taxes, etc..	443 75	969 88	520 06	1,277 13
NET INCOME FROM ALL SOURCES..	d \$344 97	d \$637 01	\$107 64	\$724 14

WASHINGTON STREET AND STATE ASYLUM.

Gross earnings.....	\$1,666 48	\$1,401 35	\$2,779 65	\$4,200 77
Operating exp. (excl. taxes).	1,881 61	2,213 83	2,304 48	3,473 26
Net earnings from operation..	d \$215 13	d \$812 48	\$475 17	\$728 51
Income from other sources...	95 00	...	...	20 00
GROSS INCOME FROM ALL SOURCES	d \$120,13	d \$812 48	\$475 17	\$748 51
Interest, rentals, taxes, etc..	58 68	588 83	127 67	803 40
NET INCOME FROM ALL SOURCES..	d \$178 81	d \$1,401 31	\$347 50	d \$54 89

WATERVLIET TURNPIKE AND HORSE.

Gross earnings	\$16,555 23	\$11,491 12	\$18,763 63	\$23,413 53
Operating exp. (excl. taxes).	14,470 67	12,725 40	17,811 57	16,955 77
Net earnings from operation..	\$2,084 55	d \$1,234 23	\$952 06	\$5,457 75
Income from other sources...	2,201 87	1,451 08	2,174 71	2,123 98
GROSS INCOME FROM ALL SOURCES	\$4,276 42	\$216 80	\$3,126 77	\$7,580 74
Interest, rentals, taxes, etc.	2,246 74	2,987 50	2,987 50	2,987 50
NET INCOME FROM ALL SOURCES..	\$2,129 68	d \$2,770 70	\$139 27	\$4,593 24

d—Denotes deficit.

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